PROJECT 10073 RECORD

2. DATE - TIME GROUP	1. LOCATION
27 May 1949 27/1425(I)	Southern Oregon
3. SOURCE	**10. CONCLUSION**
[redacted] Civilian	UNIDENTIFIED
4. NUMBER OF OBJECTS	
5 to 8	
5. LENGTH OF OBSERVATION	**11. BRIEF SUMMARY AND ANALYSIS**
Not Reported	There was no break in the outline. Objects had a solid configuration. Elongated oval, perhaps twice as long as wide. Observer stated object could possibly have been egg-shaped and could conceivably have been perfectly oval. They appeared definitely solid objects. 5 to 8 in file formation at interval of 3 to 4 times length of object for first object, balance at 1/2 to 2/3 length of object. Color of objects appeared as unpainted metal. Objects had no change in altitude level steady flight, passing out of visual range into distance.
6. TYPE OF OBSERVATION	
Air-Visual	
7. COURSE	
SSW	
8. PHOTOS	
☐ Yes XX No	
9. PHYSICAL EVIDENCE	
☐ Yes XX No	

FORM

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATION
REPORT OF INVESTIGATION

FILE NO. 24-30

DATE 4 November 1949

REPORT MADE BY
RALPH R. HOUSER

REPORT MADE AT
DO #20, McChord AFB

PERIOD
19 October 1949

OFFICE OF ORIGIN
DO #20, McChord AFB

STATUS
CLOSED

TITLE
"PROJECT SIGN"
UNCONVENTIONAL AIRCRAFT
Sighted in Southern Oregon
on 27 May 1949

CHARACTER
SPECIAL INQUIRY

REFERENCE Rpt of S/A Bryden E. Moon, DO #19, dtd 6 July 49, File 24-15
Rpt of S/A Ralph R. Houser, DO #20, dtd 24 Oct 49, File 24-30 (AFCSI 24-185)

SYNOPSIS

It was learned that records of the Seattle Air Route-Traffic Control Center, Seattle-Tacoma Airport, Bow Lake, Washington, are retained for only ninety days; whereupon, if nothing unusual has occurred, the records are destroyed.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTENTION: MCIAXO-3

APPROVED
R. D. MELCHER
Major, USAF
Actg DISTRICT COMMANDER

FILE STAMP
392

AFCSI FORM 4
23 JULY 1948

9-1073, AF

UNCLASSIFIED

[redacted]

File No. 24-30

DETAILS: UNCLASSIFIED

1. The following investigation was conducted by S/A JAY J. JORDAN.

AT SEATTLE, WASHINGTON

2. Mr. [redacted] Controller, Seattle Air Route Traffic Control Center, Seattle-Tacoma Airport, Bow Lake, Washington, was interviewed on 19 October 1949, in regard to obtaining a record of flight schedules of all Airways traffic in the vicinity of Hart Mountain, Ore., on 27 May 1949 at approximately 1430 hours. This agent was informed that records are kept of such traffic for only ninety days; whereupon, if nothing unusual occurred, such as accidents or traffic violations, the records are destroyed. MARKS' record of incidents for that date proved negative, indicating that nothing unusual was reported on that date.

CLOSED

[redacted]

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(Rev 29 Jul 47)

ROUTING AND [redacted] SHEET

[redacted] MATERIEL 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.

Use entire width of sheet, both sides.

Separate comments by horizontal lines across page.

SUBJECT Project Grudge 306-392 UNCLASSIFIED

TO MCRR
MCREOA
MCREXD
MCREEO

FROM MCIAXS

DATE 21 Jul 49 COMMENT NO. 1

1. This office is currently engaged in the investigation and study of all reported unidentified aerial phenomena. Under authority contained in paragraph No. 4 of Technical Instruction 2185 Addendum 3, this Command, dated 11 February 1948 the assistance and cooperation of your office is requested.

2. The inclosed information regarding the sighting of unidentified aerial objects in the vicinities of Arrey, New Mexico and Southern Oregon is forwarded for your review and comment as to possible origin and/or identification of these objects.

3. In view of the source of these reports Headquarters USAF has requested action on this matter be expedited and that both incidents be given special attention in an effort to obtain a logical explanation.

4. It is desired this office be advised by telephone of the estimated date your comments can be expected.

3 Incls
1. Cy of Statement
2. Guide to Investigation
3. Incident Summary 392

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

GWT/mr
6-6398
Post 219B
Bldg 288

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[redacted]

WF-O-30 APR 48 2600 M

(CONTINUE ON OTHER SIDE)

SUBJECT Project Grudge 306-392 UNCLASSIFIED

TO MCIAXS FROM MCRRXO DATE 1 Aug 49 COMMENT NO. 2

1. In the analysis of the data presented, the first question that must be answered - "Did the observers actually perceive the objects which they describe through their physical sensing organs or were they created within the observer, i.e. noise?" The objects have been seen simultaneously by several observers and certain common characteristics described. This is irrefutable evidence and it must be recognized that the objects which the observers reported were real and perceived from stimuli received from outside the observer.

2. Now let us examine the testimony. What are the firm facts brought out by the observers?

a. The object had contrast with the sky by virtue either of a high albedo or radiation eminating from its surface.

b. The object was moving relative to the observer. The speed at which the objects were moving cannot be established to any degree because of the lack of range information. Whether it was moving with the air mass or not is not certain. Shell observed the object to be moving retrograde to his own vehicle at an estimated 230 mph airspeed but without definite range measurement, very little can be made from this part of the observation. Bright objects appear to be larger when viewed at a distance. Consequently one could assume any number of situations which would physically satisfy the conditions described by the observer, i.e. the object could be at rest in the air mass; when viewed forward of the athwart ship axis, the object would appear large because of being a bright object at a distance in a free field, as the object came closer, its size would appear in truer perspective and to the rear of the athwart ship axis, the object would again appear to be larger. This would give the impression of great distance and consequently great speed for a given angular rate. In the case of the ground observer, the angular rate was equivalent of the anticipated motion of the air mass but of a different direction. Variation in altitude could account for this different direction of air mass; consequently, it cannot be definitely established that the bodies observed were not moving with the air mass, and on the other hand, it cannot be proved that they were. Therefore, all we can conclude was the object moved relative to the observer at an unknown speed.

c. Configuration: Elongated oval; a solid of revolution. These seem to be a common observation.

d. Size: indefinite

e. Altitude: Shell reported what can be considered a reliable observation of beneath the level of his own vehicle which was at 9000 ft. above mean sea level and 4000 to 5000 ft. above the terrain.

TO | FROM [redacted] | DATE | COMMENT NO.

f. Geographic: It is to be noted that the local of these two observations was in the semi-desert waste lands of Western U.S., in general, a region of low surface earth conductivity and low humidity and sharp changes in the refractive index of light and temperature near the surface of the earth and high thermal current in the air mass .

3. Let us consider the objects and phenomena which inhabitate or manifest themselves in the atmosphere near the surface of the earth.

a. Natural: Animal Life

birds
bugs

Physical Disturbances

Particles - dust - water vapor
Optical Anomalies
Energy Exchanges

b. Airborn Vehicles

Conventional
Non-conventional

and let us discuss each of the items:

(1) Of the animal life that can make itself airborn, only two general classes need be considered - birds and bugs. Both of these can propel themselves in the atmosphere and have been reported found at high altitudes probably as a result of the vertical motion of air masses and not of their own locomotion. That these animals could give the configuration and albedo reported by the observers is possible. Swarms of bugs are known to make mass migrations and are believed to be responsible for the "angels" sometimes seen on Radar presentations. The arbitrary weighing given to the plausibility of the objects reported being animal life is one-tenth, where unity is defined as certainty.

(2) Physical disturbances, by which is meant any disturbance to the natural homogeneous distribution of the constituents of the atmosphere and their energies, such as dust particles, accelerated by thermals or water vapor or ice particles, could conceivably assume the configuration reported. That dust laden air can be made to retain its original configuration for long periods of time is evidenced by the British experiments for determining the velocity of the upper air mass (100,000 ft.) by the use of puffs of smoke from rifles. These particles can also have the albedo observed. There are other phenomena which are the result of energy exchanges which gives small masses of gas luminosity and self propelling energies, one of these is the "Fire Ball" or nitrogen glow discharge that often is seen accompanying static discharges. Optical anomalies are common in tropical atmospheres and varying indices of

(DO NOT WRITE BELOW THIS LINE)

[redacted]

UNCLASSIFIED

SUBJECT Project Grudge 306-392

TO MCIAXS FROM MCRRXO DATE 1 Aug 49 COMMENT NO. 2 cont'd

of refraction give curved paths to light propogation. Although there is little evidence to support the optical anomaly conclusion, is there reason to exclude it? The arbitrary weighing given the probability of physical disturbances being the phenomena observed is two-tenths.

(3) The conventional airborn vehicles, when viewed from a distance at unfavorable aspects, do present the appearance of ellipsoid, have the appearance of reflection observed and commonly frequent the atmosphere close to the earth. However, when viewed from less than 10 miles over a period of minutes, most aircraft would present a recognizable configuration. The arbitrarily assigned probability is one-tenth.

(4) For non-conventional aircraft, one must say that no such configurations are known to Allied aircraft designers; that no propulsion systems capable of moving against estimatable (from our present aeronautical engineering knowledge) drag forces through the distances commensurate with the spheres of our influence are known. Yet this exists as a possibility and the arbitrarily assigned probability is one-tenth.

4. On a scale of probability where six-tenths is the minimum necessary to make a prediction, we can intelligently make no conclusions as to the nature of the objects observed.

J. E. Clemens
for T. K. OLIVER
Captain, USAF
Acting Chief
Office of Air Research

3 Incls.
n/c

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2-9123
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[redacted]

[redacted] UNCLASSIFIED DOE 5

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-3

DATE 24 October 1949

REPORT MADE BY
RALPH R. MOUSER, SA

REPORT MADE AT
DO #20, McChord AFB

PERIOD
21 Sept, 11 Oct 1949

OFFICE OF ORIGIN
DO #20, McChord AFB

STATUS
PENDING

TITLE

"PROJECT SIGN"
UNCONVENTIONAL AIRCRAFT SIGHTED
IN SOUTHERN OREGON
27 May 1949

CHARACTER
SPECIAL INQUIRY

REFERENCE Report of S/A BRADY L. MOON, DO #19, Fairfield-Suisun AFB, California, dated 8 July 1949, File No. 24-15

SYNOPSIS

Investigation predicated upon report of S/[redacted] DO #19, Fairfield-Suisun AFB, California, dated 8 July 1949, File No. 24-15. The writer was unable to contact anyone who had seen any unconventional aircraft in the Hart Mountain area.

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Dayton, Ohio
ATTENTION: MCIAXC-3

APPROVED
E L Lovett, Capt USAF
for R. D. MELCHER
Major, USAF
Acting District Commander [redacted]

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292
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DOE 5

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

File No. 24-30

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DETAILS:

1. Investigation predicated upon report of S/A [redacted], DO #19, Fairfield-Suisun AFB, California, dated 8 July 1949, File No. 24-15.

2. Special Agent EARL D. JAMESON assisted in the investigation of this case.

AT LAKEVIEW, OREGON

3. On 21 September 1949, Sheriff TOM ELLIOTT, Lake County, Lakeview, Oregon, advised that his office has received no reports of unconventional aircraft in the Hart Mountain area.

4. On 21 September 1949, Mr. and Mrs. E. J. ADAMS, superintendent of the antelope game reserve, Hart Mountain, in Lake County, Oregon, advised that they have neither seen nor heard of any unconventional aircraft in the Hart Mountain area.

AT PLUSH, OREGON

5. On 21 September 1949, Mr. J. C. CONFLAN; and Mr. RAY ATKINS, both of Plush, Oregon, advised that they have neither seen nor heard of any unconventional aircraft in the Hart Mountain area.

AT PORTLAND, OREGON

6. Mr. STERNS, U. S. GOVERNMENT, Weather Bureau, Customs House, 220 NW 8th Ave., Portland, Ore., was interviewed in his office on 11 Oct 1949. After reviewing weather charts for 27 May 1949, he advised that there are no teletype sequence charts for Lakeview, Oregon; however, the nearest weather to the time of sighting of unconventional aircraft is for 1247 hours (PST), 27 May 1949. This weather report was sent out from Burns, Oregon, and reads as follows: Amount of clouds: 1- at 4500 feet; Surface winds from south, 9 miles velocity; Visibility: 30 miles; Humidity: dry bulb - 76.8, wet bulb - 56.2; Pressure change - 060. Mr. STERNS also advised that the only winds aloft report for that area was at Burns, Oregon, as contained in published chart. After reviewing chart for 1900 hours (PST), 27 May 1949, nearest report to time of sighting of unconventional aircraft, he advised that winds aloft were as follows: Surface: 340° at 10 knots; 6000 feet: 340° at 39 knots; 8000 feet: 300° at 16 knots; 10,000 feet: 240° at 22 knots; 12,000 feet: 220° at 30 knots; 14,000 feet: 210° at 32 knots; 16,000 feet: 190° at 33 knots; 18,000 feet: 180° at 39 knots; 20,000 feet: 190° at 39 knots. He further advised that since Lakeview is not a weather station, there could not have been any weather balloons or testing devices

UNCLASSIFIED

[redacted]

sent aloft in that area.

7. There are no Ordnance, Naval, Army, or Air Force Units in Lakeview, Ore., or any other organizations which could have sent weather testing devices aloft.

8. On 11 October 1949, Mr. BASFORD, of the CAA, Portland Airport, Portland, Oregon, was interviewed and advised that schedules for commercial, military, and local flights in the Lakeview area for 27 May 1949 would have to be obtained from the Chief Controller, Seattle Air Route Traffic Control Center, Seattle-Tacoma Airport, Seattle, Washington.

PENDING

[redacted]

File No. 24-30

UNDEVELOPED LEAD UNCLASSIFIED

DISTRICT OFFICE NO. 20, McCHORD AFB

AT SEATTLE, WASHINGTON

Contact Chief Controller, Seattle Air Route Traffic Control Center, Seattle-Tacoma Airport, Seattle, Washington, and obtain flight schedules of commercial, military, and local aircraft in the vicinity of Hart Mountain, near Lakeview, Oregon, at approximately 1430 hours (PST), 27 May 1949. This information is pertinent to the investigation of this case as required in AFCSI Letter No. 85, dated 12 August 1949.

UNCLASSIFIED

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-15

DATE 8 July 1949

REPORT MADE BY BRYDEN E. MOON

REPORT MADE AT DO #19, Fairfield-Suisun AFB, Calif.

PERIOD 8 July 1949

OFFICE OF ORIGIN DO #20, McChord AFB, Washington

STATUS RUC

TITLE "PROJECT SIGN"
UNCONVENTIONAL AIRCRAFT SIGHTED
IN SOUTHERN OREGON ON
27 May 1949

CHARACTER SPECIAL INQUIRY

REFERENCE None, this is an initial report.

SYNOPSIS

Investigation requested by District Commander, DO #19, Fairfield-Suisun Air Force Base, California. This office received from ONI, 12th Naval District, San Francisco, California, a report of investigation which set forth information that [redacted], a reputable business man and pilot of Los Angeles, California, had sighted six (6) or seven (7) unidentified flying objects, which were not conventional aircraft, in Southern Oregon on 27 May 1949. No investigation is being conducted by this District Office at this time relative to this matter inasmuch as all pertinent leads are in District Offices #18 and #20.

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DOD DIR 5200.10

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Dayton, Ohio

APPROVED

JOHN G. SWOPE
Colonel, USAF
DISTRICT COMMANDER

[redacted]

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
15 JUL 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT

ROUTE TO | FILE

UNCLASSIFIED

SMAMA—Nov 48—100M

[redacted]

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DETAILS: 19D OSI 24-15

1. This investigation was requested by District Commander, District Office #19, Fairfield-Suisun Air Force Base, upon receipt of a report of investigation conducted by Naval Intelligence at San Diego, California, dated 23 June 1949, File: D10-11ND 38-49, which is summarized as follows:

a. "On Friday, 27 May 1949, [redacted] of 4575 Northridge Drive, Los Angeles, California, was flying his privately owned SNJ-type aircraft from Red Bluff, California, to Burns, Oregon. He departed Red Bluff at 1332 hours P.S.T. and arrived at Burns at 1458 hours P.S.T. At 1425 hours, same date, [redacted] observed the sun reflecting on an object, or objects, at a considerable distance ahead and a few points to the starboard. He continued to watch the course taken by the reflecting material, expecting it to materialize into a conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number of miles along the east side of some dry lakes (Swamp, Flagstaff, Campbell and Stone Corral Lakes), he observed that instead of a single object there were several which seemed to be flying in formation. At this point the objects appeared to have changed their course so that they were paralleling his course and were following the bluffs' rim at about 1000 to 1500 feet below [redacted] altitude at a distance which he estimates to have been 5-1/2 to 7-1/2 miles. [redacted] is certain that it could not have been as far as ten (10) miles since the bluffs were less than ten (10) miles away and he could see the objects outlined against the bluffs."

b. The objects that [redacted] saw are described by him as follows:

"Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared to be the same in size.

Shape of objects: There was no break in the outline. [redacted] is certain he would have recognized conventional aircraft. They had a solid configuration, and no great thickness. They were elongated oval, perhaps twice as long as wide, and perhaps five times as long as thick. [redacted] points out he observed the objects from an angle from above and could not easily estimate their thickness; they could possibly have been egg-shaped, and could conceivably have been perfectly oval. The objects seemed definitely solid objects - there was nothing ethereal about them.

Speed of objects: [redacted] is confident they were traveling at least as fast as his own plane (212 MPH). [redacted] had a tail wind of 15 to 18 MPH and the objects would therefore have been doing over 230 MPH air speed. The objects were traveling south/southwest, opposite to [redacted]'s course. Calculating the speed of the objects, several different ways from the facts at hand, the speed of the objects varies between 190 to 260 MPH. [redacted] concluded at the time of observation that he could not possibly have turned

UNCLASSIFIED

24-21-25

[redacted]

[redacted]

around and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No trail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

Terrain, elevations, population, etc. in area: [redacted] flew at 9000' MSL which was between 4000' and 5000' above terrain. During most of the time of observation, the objects were 1000' to possibly 1500' below SHELL's plane. Towards the end of sighting when [redacted] had begun to come down he was almost on a level with them in altitude."

"The valley through which [redacted] flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is between 4000' to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (8020' in elevation). Hart Mountain stands on an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which [redacted] saw the objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpainted metal."

"The rim of the bluff on the east side of the valley is about 7000' in elevation. From where [redacted] saw the objects (at 9000' elevation) they were roughly in line with the rim of the bluff (7000'). Assuming the objects were one (1) to three (3) miles aways from the bluff-rim, they were probably flying at about 8000' MSL, and about 3500' above the valley floor."

"The valley where [redacted] sighted the objects is sparsely populated; however, there are a number of ranches there - more than are indicated on the Boise (V-2) Aeronautical Chart. [redacted] believes that if persons living in the valley were questioned, chances are several might be found who saw the objects from the ground. [redacted] has flown through this valley many times in going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. [redacted] does not recall ever seeing any automobiles on the dirt roads in the valley, shown as such on the Boise (V-2) section of Aeronautical Chart."

"Number and formation of objects: At the beginning of observation, when the objects were a few degrees to the starboard of dead ahead, [redacted] could not distinguish separate objects - all he saw were reflections; however, as he came closer and passed them by 5-1/2 to 7-1/2 miles he definitely saw six (6) or seven (7) separate objects. To be on the safe side [redacted] states with positiveness that there were no less than five (5) objects and no more than eight (8)."

"The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The space between the lead object and the next one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between #1 and #2 was 60 to 80 feet, and the distance between #2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant.

DETAILS: (Cont'd) 19D OSI 24-15

The objects were so close and appeared to keep their formation spacing in a manner which indicated they might have been under tow by the leading object. At the distance of sighting, no connection, if there was any, could possibly have been observed. [redacted] is positive that the objects were separate objects because he was able to see terrain between them. The formation did not fluctuate in flight; the objects flew very evenly and steadily. When [redacted] last saw the objects they were going out of visual range on the horizon.

"Weather and visibility at time of observation: Visibility was exceptionally good. [redacted] could see Harney Lake, 60 miles distant, and could see smoke rising from the saw mills at Burns, Oregon, 75 miles distant. There were a few scattered clouds at between 14,000' and 18,000'. The weather report at the time indicated "scattered clouds at 18,000'". The air was very smooth. Normally the air in the area is light to mildly turbulent. The sun was west of [redacted], that is, [redacted] plane was between the sun and the objects."

"Location of sighting objects: (Refer to Boise (V-2) Sectional Aeronautical Chart). [redacted] location when objects were first sighted was 42°27'N, 120°W, This point was not definitely established but was computed from the known ground speed and the estimated time interval during which SHELL observed the objects. This position could possibly be as much as five (5) miles SSW of the position given. [redacted] location when objects left his visual range was 42°41'N, 119°49'W. [redacted] flew in a straight line between these coordinates.

Location of objects when first observed: 42°38'N, 119°43'W.
Location of objects when last seen: 42°28'N, 119°48'W.
The objects made a slight change of course from quartering to paralleling [redacted] straight line of flight."

c. [redacted] is a Lt JG in A5(L) USNR (inactive), Serial No. 348375. He was commissioned Ensign 5 January 1944, served at Corpus Christi thirty (30)days AV(T), in Dallas two (2) months VRF-2(D). [redacted] ferried SNJ's from North American company plants, was at Willow Grove, Pennsylvania, thirty (30) days, served at check-out base for ferry Squadron VRF(2) at Columbus, and served at Columbus until August 1945. He was then with VRF(3) at Terminal Island, California, where he became legal and personnel officer. He was discharged from the Navy in January 1946 as Lt JG. [redacted] holds Naval Aviator's Certificate No. C-17945, plus a senior pilot's grade in the Ferry Wing of the Navy Air Transport Command. He also holds a commercial license, single and multi-engine, and flight instructor's ratings. His flight time began in 1934 and now totals over 5000 hours, of which time 1300 hours were in the United States Navy. [redacted] secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938, and was re-issued commercial pilot's license in 1945. From March 1942 to September 1943 he was a flight instructor for the Army Air Force (five months as primary instructor at Lancaster, California). From September 1943 to January 1944

24-21-25

[redacted]

DETAILS: (Cont'd) 19D OSI 24-15 UNCLASSIFIED

he flew for the Superior Oil Company of California. Since 1940 [redacted] has been Vice President of the Royal Petroleum Company of California, Long Beach, a concern in which he and his relations own all of the stock; he also is part owner of three (3) other oil producing concerns in Southern California. [redacted] is married and has three (3) children. He has a BS and a BA degree from the University of Southern California, he also had two (2) years of law at the University of Southern California. [redacted] is thirty (30) years of age, but appears to have a background of experience few men his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent."

- REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN -

[redacted]

24-21-25

[redacted]

19D OSI 24-15

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UNDEVELOPED LEADS

DISTRICT OFFICE #18, MAYWOOD, CALIFORNIA

AT LOS ANGELES, CALIFORNIA

Will interview [redacted] rive, Los Angeles, California, and obtain from him all of the essential elements of information in regards to his sighting the unidentified aerial objects in Southern Oregon on 27 May 1949.

DISTRICT OFFICE #20, McCHORD AFB, WASHINGTON

IN THE VICINITY OF HART MOUNTAIN, OREGON

Will interview residents in the vicinity of Hart Mountain in an attempt to verify the aerial objects observed by [redacted] on 27 May 1949.

UNCLASSIFIED

[redacted]

24-21-25

[redacted]

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5D 24-21 2nd Ind 5D-OSI/JEM/fmn
(19 July 1949)
SUBJ: "PROJECT SIGN" UNCONVENTIONAL AIRCRAFT SIGHTED IN Southern Oregon on 27 May 1949, SPECIAL INQUIRY

5th District OSI (IG), Wright-Patterson AFB, Dayton, Ohio. 2 August 1949

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

1. Reference is made to previous correspondence.

2. Inclosed for your information and file is one copy of the Report of Investigation described in paragraph 1, basic communication.

1 Incl
R/I dtd 8 Jul 49

JEROME M. BRAUN
Acting District Commander

Disp?

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[redacted]

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392.

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TO: IAXS

DATED 8/2/49
NO. INCLS. 1

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2			
3			

DATE OF REPLY | OTHER DISPOSITION:

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(20 NOV. 47)

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/JEM/lmn

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE DAYTON OHIO

UNCLASSIFIED

IN REPLY REFER TO: 5D 24-21

19 July 1949

SUBJECT: "PROJECT SIGN"
UNCONVENTIONAL AIRCRAFT SIGHTED
IN SOUTHERN OREGON ON 27 May 1949
SPECIAL INQUIRY

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

1. This District Office is in receipt of 2 copies of a report of investigation by Special Agent BRYDEN E. MOON, DO #19, Fairfield-Suisun AFB, California, subject as above, dated 8 July 1949. However, copies for distribution to your office were not included with the copies to this office.

2. Information is requested as to whether your office has received the above menticned copies of the report from DO #19.

WOIG, USAF
JEROME M. BRAUN
Acting District Commander

5D 24-21 1st Ind [redacted]/IG/amc

Hq AMC, Wright-Patterson Air Force Base, Dayton, Ohio

JUL 26 1949

TO: The Inspector General, USAF, 5th District Office of Special Investigations, WPAFB, Dayton, Ohio

Report mentioned in Paragraph 1 of basic letter not received to date.

FOR THE COMMANDING GENERAL:

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
28 JUL 1949
OFFICE OF SPECIAL INVESTIGATIONS
5TH DISTRICT

ROUTE TO | FILE

WF-O-5 OCT 48 15M

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Issued by the Intelligence Division
Office of Chief of Naval Operations
Navy Department

INTELLIGENCE REPORT

Serial: 38-49 Monograph Index Guide No. AP90774

From: DIO-11ND AT San Diego Date: 23 June 1949

Reference: CNO Conf Ser 04422P32 dtd 4 Nov 1948, subj: Flying Discs - Report Of.

Source: See Below. Evaluation: B-3

Subject: Unidentified Flying Objects - Report Of.

BRIEF: While flying north in a private plane source, who is believed to be reliable, saw 6 or 7 "flying discs" in southern Oregon 27 May 1949. The discs are described as elongated ovals, perhaps 20' length; they flew in a steady file formation at between 200 to 250 MPH; they appeared to be made of unpainted metal; no smoke or exhaust trails were observed.

SOURCE: LTJG J[redacted]A5(L), USNR (Inactive), Serial [redacted], of [redacted] Los Angeles, California. He was commissioned Ensign 5 January 1944. Served at Corpus Christie 30 days AV(T); in Dallas two months VRF-2(D). Ferried SNJ's from North American Company plants. Was at Willow Grove, Pennsylvania for 30 days. Served at check-out base for ferry squadron VRF(2) at Columbus; served at Columbus until August 1945. Source then was with VRF(3) at Terminal Island, California, where he became legal and personnel officer. Was discharged from the Navy in January 1946 as LTJG.

Source holds Naval Aviator's Certificate [redacted] plus a senior pilot's rating in the Ferry Wing of the Naval Air Transport Command. He also holds a commercial license, single and multi-engine, and flight instructor's ratings. His flight time began in 1934 and now totals over 5000 hours, of which time 1300 hours were in the U.S.Navy. Source secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938, and a re-issue commercial pilot's license in 1945 ([redacted]. From March 1942 to September 1943 he was flight instructor for the Army Air Force (5 months as primary instructor at Cal-Aero, and the balance of the time as basic instructor at Lancaster, California). From September 1943 to January 1944 he flew for the Superior Oil Company of California.

Since 1940 source has been Vice-President of the Royal Petroleum Company of California, Long Beach, a concern in which he and his relations own all of thestock; he also is part-owner of three other oil producing concerns in Southern California.

Source is married and has three children. He has a B.S. and B.A. degree from the University of Southern California, Los Angeles, California; he also had two years of law at the University of Southern California. Source is

exhibit
3.92

[redacted]

[redacted] UNCLASSIFIED

thirty years of age, but appears to have a background of experience few men his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent.

REPORT: Unidentified Flying Objects Observed in Oregon 27 May 1949:

On Friday, 27 May 1949, source was flying his own SNJ-type aircraft from Red Bluff, California to Burns, Oregon, a distance of 305 miles. He left Red Bluff at 1332 P.S.T. and arrived at Burns at 1458 P.S.T. (elapsed time: 1 hour 26 minutes). Source landed at Burns after circling the town twice, which consumed about ten minutes. While an SNJ's normal maximum speed is 170 MPH, source "demilitarized" his plane (which he had purchased [illegible] Surplus, lightening the plane by about 600 lbs.) and it makes around 200 MPH true air speed. While on this flight he made 212 MPH ground speed; source estimates he had a tail wind of 15 to 18 MPH.

At 1425 Pacific Standard Time, Friday, 27 May 1949, source observed the sun reflecting on an object or objects at a considerable distance ahead, a few points to the starboard. He continued to watch the course taken by the reflecting material expecting it to materialize into conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number of miles along the east side of some dry lakes (Swamp, Flagstaff, Campbell and Stone Corral Lakes) he saw that instead of a single object there were several, which seemed to be flying in formation.

At this point the objects appeared to have changed their course so that they were paralleling his course (southwest to his northeast) and were following the bluffs' rim at about 1000 to 1500 feet below source's altitude, at a distance which he estimates to have been 5 1/2 to 7 1/2 miles. Source is certain that it could not have been as far as 10 miles since the bluffs were less than 10 miles away and he could see the objects outlined against the bluffs.

The objects that source saw are described by him as follows:

Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared to be the same in size.

Shape of objects: There was no break in the outline. Source is certain he would have recognized conventional aircraft. They had a solid configuration, and no great thickness. They were elongated oval, perhaps twice as long as wide, and perhaps five times as long as thick. Source points out he observed the objects from an angle from above and could not easily estimate their thickness; they could possibly have been egg-shaped, and could conceivably have been perfectly oval. The objects seemed definitely solid objects - there was nothing ethereal about them.

Speed of Objects: Source is confident they were traveling at least as fast as source's own plane (212 MPH). Source had a tail wind of 15 to 18 MPH and the objects would therefore have been doing over 230 MPH air speed. The objects were traveling south/southwest, opposite to source's course. Calculating the speed of the objects, several different ways from the facts at hand, the speed of the objects varies between 190 to 260 MPH. Source concluded at the time of observation that he could not possibly have turned

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UNCLASSIFIED

around and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No trail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

Terrain, elevations, population, etc. in area: Source flew at 9000' MSL which was between 4000' and 5000' above terrain. During most of the time of observation, the objects were 1000' to possibly 1500' below source's plane. Towards the end of sighting when source had begun to come down he was almost on a level with them in altitude.

The valley through which source flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is ~~marsh~~ between 4000' to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (6020' in elevation). Hart Mountain stands on an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which source saw the objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpainted metal.

The rim of the bluff on the east side of the valley is about 7000' in elevation. From where source saw the objects (at 9000' elevation) they were roughly in line with the rim of the bluff (7000'). Assuming the objects were 1 to 3 miles away from the bluff-rim, they were probably flying at about 8000' MSL, and about 3500' above the valley floor.

The valley where source sighted the objects is sparsely populated; however, there are a number of ranches there - more than are indicated on the Boise (V-2) Aeronautical Chart. Source believes that if persons living in the valley were questioned, chances are several might be found who saw the objects from the ground. Source has flown through this valley many times in going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. Source does not recall ever seeing any automobiles on the dirt roads in the valley, shown as such on the Boise (V-2) section of Aeronautical Chart.

Number and formation of objects: At the beginning of observation, when the objects were a few degrees to the starboard of dead ahead, source could not distinguish separate objects - all he saw were reflections; however, as he came closer and passed them by 5 1/2 to 7 1/2 miles he definitely saw 6 or 7 separate objects. To be on the safe side source states with positiveness that there were no less than 5 objects and no more than 8.

The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The space between the lead object and the next one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between #1 and #2 was 60 to 80 feet, and the distance between #2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. The objects were so close and appeared to keep ~~xx~~ their formation spacing in a manner which indicated they might have been under tow by the leading object. At the distance of sighting, no connection, if there was any, could possibly have been observed. Source is positive that the objects were separate objects because he was able to see terrain between them. The formation ~~xx~~ did not fluctuate in

[redacted]

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flight; the objects flew very evenly and steadily. When source last saw the objects they were going out of visual range on the horizon.

Weather and visibility at time of observation: Visibility was exceptionally good. Source could see Harney Lake, 60 miles distant, and could see smoke rising from the saw mills at Burns, Oregon, 75 miles distant. There were a few scattered clouds at between 14,000' and 16,000'. The weather report at the time indicated "scattered clouds at 16,000'". The air was very smooth. Normally the air in the area is light to mildly turbulent. The sun was west of source; that is, source's plane was between the sun and the objects.

Location of sighting objects: (Refer to Boise (V-2) Sectional Aeronautical Chart). Source's location when objects were first sighted was 42°27'N, 120°W. This point was not definitely established but was computed from the known ground speed and the estimated time interval during which source observed the objects. This position could possibly be as much as five miles SSW of the position given. Source's location when objects left his visual range was 42°41'N, 119°49'W. Source flew in a straight line between these coordinates.

Location of objects when first observed: 42°36'N, 119° 43'W.

Location of objects when last seen: 42°28'N, 119°48'W.

The objects made a slight change of course from quartering to paralleling source's straight line of flight.

REPORTING OFFICER's COMMENT: It is believed that conventional aircraft, birds, balloons, astronomical phenomena, and auto-hypnosis can be eliminated as an explanation for the objects sighted by source. Since source was not flying into the sun and since he is an expert pilot-instructor, VERTIGO does not appear to be a reasonable explanation; nor do reflections on, or irregularities of, the plexi-glass canopy through which source viewed the objects offer a reasonable explanation, because of the wide range of observance of the objects. As far as the reporting officer's comment is concerned (as well as source's own comment) the explanation of source's sighting of the strange flying objects remains a question mark.

[redacted] UNCLASSIFIED

Issued by the Intelligence Division
Office of Chief of Naval Operations
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INTELLIGENCE REPORT

Serial: 38-49 Monograph Index Guide No. AF90774

From: DIO-11ND AT San Diego Date: 23 June 1949

Reference: CNO Conf Ser 04422P32 dtd 4 Nov 1948, subj: Flying Discs - Report Of.

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BRIEF: While flying north in a private plane source, who is believed to be reliable, saw 6 or 7 "flying discs" in southern Oregon 27 May 1949. The discs are described as elongated ovals, perhaps 20' length; they flew in a steady file formation at between 200 to 250 MPH; they appeared to be made of unpainted metal; no smoke or exhaust trails were observed.

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Since 1940 source has been Vice-President of the Royal Petroleum Company of California, Long Beach, a concern in which he and his relations own all of thestock; he also is part-owner of three other oil producing concerns in Southern California.

Source is married and has three children. He has a B.S. and B.A. degree from the University of Southern California, Los Angeles, California; he also had two years of law at the University of Southern California. Source is

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thirty years of age, but appears to have a background of experience few men his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent.

REPORT: Unidentified Flying Objects Observed in Oregon 27 May 1949:

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At this point the objects appeared to have changed their course so that they were paralleling his course (southwest to his northeast) and were following the bluffs' rim at about 1000 to 1500 feet below source's altitude, at a distance which he estimates to have been 5 1/2 to 7 1/2 miles. Source is certain that it could not have been as far as 10 miles since the bluffs were less than 10 miles away and he could see the objects outlined against the bluffs.

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Terrain, elevations, population, etc. in area: Source flew at 9000' MSL which was between 4000' and 5000' above terrain. During most of the time of observation, the objects were 1000' to possibly 1500' below source's plane. Towards the end of sighting when source had begun to come down he was almost on a level with them in altitude.

The valley through which source flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is between between 4000' to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (8020' in elevation). Hart Mountain stands on an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which source saw the objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpainted metal.

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[redacted]

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flight; the objects flew v ry evenly and steadily. When source last saw the objects they were going out of visual range on the horizon.

Weather and visibility at time of observation: Visibility was exceptionally good. Source could see Harney Lake, 60 miles distant, and could see smoke rising from the saw mills at Burna, Oregon, 75 miles distant. There were a few scattered clouds at between 14,000' and 18,000'. The weather report at the time indicated "scattered clouds at 18,000'". The air was very smooth. Normally the air in the area is light to mildly turbulent. The sun was west of source, that is, source's plane was between the sun and the objects.

Location of sighting objects: (Refer to Boies (V-2) Sectional Aeronautical Chart). Source's location when objects were first sighted was 42°27'N, 120°W. This point was not definitely established but was computed from the known ground speed and the estimated time interval during which source observed the objects. This position could possibly be as much as five miles SSW of the position given. Source's location when objects left his visual range was 42°41'N, 119°49'W. Source flew in a straight line between these coordinates.

Location of objects when first observed: 42°38'N, 119° 43'W.

Location of objects when last seen: 42°28'N, 119°48'W.

The objects made a slight change of course from quartering to paralleling source's straight line of flight.

REPORTING OFFICER's COMMENT: It is believed that conventional aircraft, birds, balloons, astronomical phenomena, and auto-hypnosis can be eliminated as an explanation for the objects sighted by source. Since source was not flying into the sun and since he is an expert pilot-instructor, VERTIGO does not appear to be a reasonable explanation; nor do reflections on, or irregularities of, the plexi-glass canopy through which source viewed the objects offer a reasonable explanation, because of the wide range of observance of the objects. As far as the reporting officer's comment is concerned (as well as source's own comment) the explanation of source's sighting of the strange flying objects remains a question mark.

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INCIDENT NO. 22

1. **Date of Observation** 27 May 1949 **Date of Interview** _____

2. **Exact Time (local)** 1445

3. **Place of Observation** 42° 27' North 120°W and 42°41' North 119° 49' West (Southern Oregon)

4. **Position of observer** Air, S.J aircraft, course and at 9,000 feet at 212 MPH airspeed

5. **What attracted attention to object** Reflection of sun on object

6. **Number of objects** 9 to 6 in file formation at interval of 3 to 4 times length of object for first object, balance at 1/2 to 2/3 length of object.

7. **Apparent size** Smaller than fighter plane estimated as probably less than 40' in length.

8. **Color of object** Like unpainted metal.

9. **Shape** Elongated oval or round (length to width ratio 2;1, length to the thickness ratio 5:1.

10. **Altitude** 7,500 - 8,000 ' MSL 5,500 above terran.

11. **Direction from observer** North east.

12. **Distance from observer** 5-1/2 to 7-1/2 miles.

13. **Direction of flight of object(s)** S SW

14. **Time in sight**

15. **Speed** At least 250 MPH Probably 190 to 260 MPH)

16. **Sound and odor**

17. **Trail** None noticed

18. **Luminosity** Reflected.

19. **Projections**

20. **Maneuvers** No change in altitude level steady flight.

21. **Manner of disappearance** Fast out of visual range

22. **Effect on Clouds**

23. **Additional information concerning object**

24. **Weather Conditions** Scattered clouds at 14,000 to 18,000 feet.

(over)

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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~~CONFIDENTIAL~~

[redacted] Incident: 392

RFC

Name and address of observer: [redacted]
Los Angeles, California

Occupation and hobbies:

Private Pilot over 5,000 hours (1300 Navy)
Lt jg in USNR (inactive)

Comments of Interrogator relative to intelligence and character of observer(s): Appears conservative, sincere, absolutely reliable and very competent.

SUMMARY: "On Friday, 27 May 1949, [redacted] Los Angeles, California, was flying his privately owned SNJ-type aircraft from Red Bluff, California, to Burns, Oregon. He departed Red Bluff at 1532 hours P.S.T. and arrived at Burns at 1458 hours P.S.T. At 1425 hours, same date, SHELL observed the sun reflecting on an object, or objects, at a considerable distance ahead and a few points to the starboard. He continued to watch the course taken by the reflecting material, expecting it to materialize into a conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number miles along the east side of some dry lakes (Swamp, Flagstaff, Campbell and Stone Corral Lakes), he observed that instead of a single object there were several which seemed to be flying in formation. At this point the objects appeared to have changed their course so that they were paralleling his course and were following the bluffs' rim at about 1000 to 1500 feet below [redacted]'s altitude at a distance which he estimates to have been 5-1/2 to 7-1/2 miles. [redacted] is certain that it could not have been as far as ten (10) miles since the bluffs were less than ten (10) miles away and he could see the objects outlined against the bluffs."

b. The objects that [redacted] saw are described by him as follows:

"Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared to be the same in size.

Shape of objects: There was no break in the outline. [redacted] is certain he would have recognized conventional aircraft. They had a solid configuration, and no great thickness. They were elongated oval, perhaps twice as long as thick. SHELL points out he observed the objects from an angle from above and could not easily estimate their thickness; they could possibly have been egg-shaped, and coul conceivably have been perfectly oval. The objects seemed definitely solid objects - there was nothing ethereal about them.

Speed of Objects: [redacted] is confident they were traveling at least as fast as his own plane (212 MPH). [redacted] had a tail wind of 15 to 18 MPH and the objects would therefore have been doing over 230 MPH air speed. The objects were traveling south/southwest, opposite to [redacted]'s course. Calculating the speed of the objects, several different ways from the facts at hand, the speed of the objects varies between 190 to 260 MPH. [redacted] concluded at the time of observation that he could not possibly have turned around and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No tail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

[redacted]

UNCLASSIFIED

Terrain, elevations, population, etc. in area: SHELL flew at 9000' MSL which was between 4000' and 5000' above terrain. During most of the plane. Towards the end of sighting when SHELL had begun to come down he was almost on a level with them in altitude." UNCLASSIFIED

"The valley through which SHELL flew north, and the objects flew south, is roughly 12 miles wide. The floor of the valley is between 4000' to 5000' in elevation. The east side of the valley is delimited by Hart Mountain (8000' in elevation). Hart Mountain stands on an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which SHELL saw objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpainted metal."

"The rim of the bluff on the east side of the valley is about 7000' in elevation. From where [redacted] saw the objects (at 5000' elevation) they were roughly in line with the rim of the bluff (7000'). Assuming the objects were one (1) to three (3) miles always from the bluff-rim, they were probably flying at about 8000' MSL, and about 3500' above the valley floor."

"The valley where [redacted] sighted the objects is sparsely populated; however, there are a number of ranches there - more than are indicated on the Boise (V-2) Aeronautical Chart. [redacted] believes that if persons living in the valley were questioned, chances are several might be found who saw the objects from the ground. [redacted] has flown through this valley many times in going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. [redacted] does not recall ever seeing any automobiles on the dirt roads in the valley, shown as such on the Boise (V-2) section Aeronautical Chart."

"Number and formation of objects: At the beginning of observation, when the objects were a few degrees to the starboard of dead ahead, [redacted] could not distinguish separate objects - all he saw were reflections; however, as he came closer and passed them by 5-1/2 to 7-1/2 miles he definitely saw six (6) or seven (7) separate objects. To be on the safe side [redacted] states with positiveness that there were no less than five (5) objects and no more than (8) eight."

"The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The space between the lead object and the next one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between #1 and #2 was 60 to 80 feet, and the distance between #2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. The objects were so close and appeared to keep their formation spacing in a manner which indicated they might have been under tow by the leading object. At the distance of sighting, no connection, if there was any, could possibly have been observed. [redacted] is positive that the objects were separate objects because he was able to see terrain between them. The formation did not fluctuate in flight; the objects flew very evenly and steadily. When [redacted] last saw the objects they were going out of visual range on the horizon."

"Weather and visibility at time of observation: Visibility was exceptionally good. [redacted] could see Harney Lake, 60 miles distant, and could see smoke rising from the saw mills at Burns, Oregon, 75 miles distant. There were a few scattered clouds at

[redacted]

between 14,000' and 18,000'. The weather report at the time indicated "scattered clouds at 18,000'". The air was very smooth. Normally the air in the area is light to mildly turbulent. The sun was west of [redacted] that is [redacted]'s plane was between the sun and objects."

"Location of sighting objects: (Refer to Boise (V-2 sectional Aeronautical Chart). SHELL's location when objects were first sighted was 42°27'N, 120°W. This point was computed from the known ground speed and the estimated time interval during which [redacted] observed the objects. This position could possibly be as much as five (5) miles east of the position given. [redacted]'s location when objects left his visual range was 42°21'N, 119°49'W. [redacted] flew in a straight line between these coordinates.

Location of objects when first observed: 42°28'N, 119°49'W.

Location of objects when last seen: 42°28'N, 119°48'W.

The objects made a slight change of course from quartering to parallaling SHELL's straight line of flight."

c. "[redacted] is a Lt JG in A5(L) USNR (inactive), Serial No. 346375. He was commissioned Ensign 9 January 1944, served at Corpus Christi thirty (30) days AV (T), in Dallas two (2) months VMF-2(D). [redacted] ferried SNJ's from North American company plants, was at Willow Grove, Pennsylvania, thirty (30) days served at check-out base for ferry Squadron VMF(2) at Columbus, and served at Columbus until August 1945. He was then with VMF(D) at Terminal Island, California, where he became legal and personnel officer. He was discharged from the Navy in January 1946 and Lt JG. SHELL holds Naval Aviator's Certificate No. C-17945, plus a senior pilot's grade in the Ferry Wings of the Navy Air Transport Command. He also holds a commercial license, single and multi-engine, and flight instructor's ratings. His flight time began in 1934 and now totals over 5000 hours, of which time 1300 hours were in the United States Navy. SHELL secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938, and was re-issued commercial pilot's license in 1945. From March 1942 to September 1943 he was a flight instructor for the Army Air Force (five months as primary instructor at Lancaster, California). From September 1943 to January 1944 he flew fro the Superior Oil Company of California. Since 1940 [redacted] has been Vice President of the Royal Petroleum Company of California, Long Beach, a concern in which he and his relations own all of the stock; he also is part owner of three (3) other oil producing concerns in Southern California. [redacted] is married and has three (3) children. He has a BS and BA degree from the University of Southern California; he also had two (2) years of law at the University of Southern California. [redacted] is thrity (30) years of age, but appears to have a background of experience few men his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent."

[redacted]

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B/ltr fm Hq, AMC, WPAFB, Dayton, Ohio to CO, AFCRL Subject: Project "Grudge"
August 3, 1949

CCO.92 1st Ind EWHP MG/jmd

Air Force Cambridge Research Labo atories, 230 Albany Street, Cambridge 39, Mass.

TO: CO, AMC, WPAFB, Dayton 2, Ohio Attn: MCIAS

1. In accordance with basic communication, the following comments of Dr. J. A. Peoples, Jr., Chief, Terrestrial Science Laboratory, are transmitted for your information: "(A) From my contact with Mr. Moore in the development of constant level balloons I know him to be a careful observer. Because he has been flying such balloons, the possibility of some reports of unidentified objects being due to balloons had been discussed with him as well as the observational methods which would yield a maximum amount of information. His report is the best evidence that I have seen that the phenomenon is real. (B) Concerning the observations of Mr. Shell, the only possible explanation is that the object was a chain of meteorological balloons. This explanation is very far fetched because the balloons would be strung out. That could not have been due to any Terrestrial Science Laboratories' activities. (C) I can offer no logical explanation for the phenomenon. I believe that in both cases something real was seen."

2. If any further information is desired concerning this project, your request will receive immediate attention and cooperation of this station.

FOR THE COMMANDING OFFICER:

3 Incls
n/c

MILTON GREENBERG
Chief, Plans and Operations Section
Base Directorate for
Geophysical Research

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

Name and addre s of observer: [redacted]

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Occupation and hobbies: Los Angeles, California

Private Pilot over 5,000 hours (1300 Navy)
Lt jg in USNR (inactive)

Comments of Interrogator relative to intelligence and character of observer(s): Appears conservative, sincere, absolutely reliable and very competent.

NARRATIVE SUMMARY: "On Friday, 27 May 1949, JOS[redacted]e [redacted], Los Angeles, California, was flying his privately owned SNJ-type aircraft from Red Bluff, California, to Burns, Oregon. He departed Red Bluff at 1332 hours P.S.T. and arrived at Burns at 1458 hours P.S.T. At 1425 hours, same date, SHELL observed the sun reflecting on an object, or objects, at a considerable distance ahead and a few points to the starboard. He continued to watch the course taken by the reflecting material, expecting it to materialize into a conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number miles along the east side of some dry lakes (Swamp, Flagstaff, Campbell and Stone Corral Lakes), he observed that instead of a single object there were several which seemed to be flying in formation. At this point the objects appeared to have changed their course so that they were paralleling his course and were following the bluffs' rim at about 1000 to 1500 feet below [redacted]s altitude at a distance which he estimates to have been 5-1/2 to 7-1/2 miles. [redacted] is certain that it could not have been as far as ten (10) miles since the bluffs were less than ten (10) miles away and he could see the objects outlined against the bluffs."

b. The objects that [redacted] saw are described by him as follows:

"Size of each object: Considerably smaller than a fighter plane, probably less than 20' in length. All of the separate objects appeared to be the same in size.

Shape of objects: There was no break in the outline. [redacted] is certain he would have recognized conventional aircraft. They had a solid configuration, and no great thickness. They were elongated oval, perhaps twice as long as thick. [redacted] points out he observed the objects from an angle from above and could not easily estimate their thickness; they could possibly have been egg-shaped, and coul conceivably have been perfectly oval. The objects seemed definitely solid objects - there was nothing ethereal about them.

Speed of Objects: [redacted] is confident they were traveling at least as fast as his own plane (212 MPH). [redacted] had a tail wind of 15 to 18 MPH and the objects would therefore have been doing over 230 MPH air speed. The objects were traveling south/southwest, opposite to [redacted] course. Calculating the speed of the objects, several different ways from the facts at hand, the speed of the objects varies between 190 to 260 MPH. SHELL concluded at the time of observation that he could not possibly have turned around and caught up with the objects. They were definitely traveling faster than a group of birds, and slower than jet planes. No tail of smoke or exhaust was observed. The speed of the objects appeared to be steady.

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[redacted]

Terrain, elevations, population, etc. in area: SHELL flew at 9000' MSL which was between 4000' and 5000' above terrain. During most of the plane. Towards the end of sighting when [redacted] had begun to come down he was almost on a level with them i altitude."

"The valley through which [redacted] flew north, and the objects flew south, is roughl 12 miles wide. The floor of the valley is between 4000' to 5000' in elevation. The east side of the valley is dominated by Hart Mountain (8020' in elevation). Hart Mountain stands on an elongated bluff, which has an almost sheer drop of around 1000'. The bluff, and all the terrain, against which [redacted] saw objects is quite dark in color. The objects stood out in contrast to the dark color. The objects appeared to be unpainted metal."

"The rim of the bluff on the east side of the valley is about 7000' in elevation. From where [redacted] saw the objects (at 9000' elevation) they were roughly in line with the rim of the bluff (7000'). Assuming the objects were one (1) to three (3) miles aways from the bluff-rim, they were probably flying at about 8000' MSL, and about 3500' above the valley floor."

"The valley where [redacted] sighted the objects is sparsely populated; however, there are a number of ranches there - more than are indicated on the Boise (V-2) Aeronautical Chart. [redacted] believes that if persons living in the valley were questioned, chances are several might be found who saw the objects from the ground. [redacted] has flown through this valley many times in going between California and Oregon and does not recall ever having seen another airplane in the valley where he sighted the objects. The valley is not a commercial airway route, and is seldom used by private planes. [redacted] does not recall ever seeing any automobiles on the dirt roads in the valley, shown as such on the Boise (V-2) section Aeronautical Chart."

"Number and formation of objects: At the beginning of observation, when the objects were a few degrees to the starboard of dead ahead, [redacted] could not distinguish separate objects - all he saw were reflections; however, as he came closer and passed them by 5-1/2 to 7-1/2 miles he definitely saw six (6) or seven (7) separate objects. To be on the safe side [redacted] states with positiveness that there were no less than five (5) objects and no more than (8) eight."

"The objects were always in file formation (one behind the other) and there appeared to be no change in altitude of the formation. The space between the lead object and the next one was three or four times the length of one of the objects. The distance between the second and the following objects was between one-half and two-thirds the length of the objects. Accordingly, if the objects were 20' in length, the distance between #1 and #2 was 60 to 80 feet, and the distance between #2 and the others was between 10 and 17 feet. The distance between the objects appeared very constant. The objects were so close and appeared to keep their formation spacing in a manner which indicated they might have been under tow by the leading object. At the distance of sighting, no connection, if there was any, could possibly have been observed. [redacted] is positive that the objects were separate objects because he was able to see terrain between them. The formation did not fluctuate in flight; the objects flew very evenly and steadily. When [redacted] last saw the objects they were going out of visual range on the horizon."

"Weather and visibility at time of observation: Visibility was exceptionally good. [redacted] could see Harney Lake, 60 miles distant, and could see smoke rising from t saw mills at Burns, Oregon, 75 miles distant. There were a few scattered clouds at

between 14,000' and 18,000'. The weather report at the time indicated "scattered clouds at 18,000'". The air was very smooth. Normally the air in the area is light to mildly turbulent. The sun was west of [redacted]; that is [redacted]s plane was between the sun and objects."

"Location of sighting objects: (Refer to Boise (V-2 Sectional Aeronautical Chart). SHELL's location when objects were first sighted was 42°27'N, 120°W. This point was computed from the known ground speed and the estimated time interval during which SHELL observed the objects. This position could possibly be as much as five (5) miles SSW of the position given. [redacted]s location when objects left his visual range was 42°41'N, 119°49'W. SHELL flew in a straight line between these coordinates.

Location of objects when first observed: 42°38'N, 119°43'W.

Location of objects when last seen: 42°26'N, 119°48'W.

The objects made a slight change of course from quartering to parallaling SHELL's straight line of flight."

c. [redacted] is a Lt JG in A5(L)USNR (inactive), Serial [redacted]. He was commissioned Ensign 5 January 1944, served at Corpus Christi thirty (30) days AV (T), in Dallas two (2) months VMF-2(T). SHELL ferried SNJ's from North American company plants, was at Willow Grove, Pennsylvania, thirty (30) days served at check-out base for ferry Squadron VMF(2) at Columbus, and served at Columbus until August 1945. He was then with VMF(3) at Terminal Island, California, where he became legal and personnel officer. He was discharged from the Navy in January 1946 and Lt JG. [redacted] holds Naval Aviator's Certificate [redacted], plus a senior pilot's grade in the Ferry Wings of the Navy Air Transport Command. He also holds a commercial license, single and multi-engine, and flight instructor's ratings. His flight time began in 1934 and now totals over 5000 hours, of which time 1300 hours were in the United States Navy. SHELL secured a private license in 1935, a transport license in 1937, a commercial pilot's license in 1938, and was re-issued commercial pilot's license in 1945. From March 1942 to September 1943 he was a flight instructor for the Army Air Force (five months as primary instructor at Lancaster, California). From September 1943 to January 1944 he flew fro the Superior Oil Company of California. Since 1940 [redacted] has been Vice President of the Royal Petroleum Company of California, Long Beach, a concern in which he and his relations own all of the stock; he also is part owner of three (3) other oil producing concerns in Southern California. SHELL is married and has three (3) children. He has a BS and BA degree from the University of Southern California; he also had two (2) years of law at the University of Southern California. [redacted] is thrity (30) years of age, but appears to have a background of experience few men his age possess. He is believed to be conservative, sincere, absolutely reliable, and very competent."

~~CONFIDENTIAL~~

INCIDENT NO. _____

1. Date of Observation _____ Date of Interview _____

2. Exact Time (local) 1425

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3. Place of Observation 42° 27' North 120°W and 42°41' North 119° 49' West (Southern Oregon)

4. Position of observer Air, SNJ aircraft, Course NNE at 9,000 feet at 212 MPH airspeed

5. What attracted attention to object Reflection of Sun on object

6. Number of objects 5 to 8 in file formation at interval of 3 to 4 times length of object for first object, balance at 1/2 to 2/3 length of object.

7. Apparent size Smaller than fighter plane estimated as probably less than 20' in length.

8. Color of object Like unpainted metal.

9. Shape Elongated oval or round (length to width ratio 2;1, length to the thickness r 5:1.

10. Altitude 7,500 - 8,000 ' MSL 3,500 above terran.

11. Direction from observer North east.

12. Distance from observer 5-1/2 to 7-1/2 miles.

13. Direction of flight of object(s) E SW

14. Time in sight

15. Speed At least 230 MPH (Probably 190?° 260 MPH)

16. Sound and odor

17. Trail None noticed

18. Luminosity Reflected.

19. Projections

20. Maneuvers No change in altitude level steady flight.

21. Manner of disappearance Past out of visual range

22. Effect on Clouds

23. Additional information concerning object

24. Weather Conditions Scattered clouds at 14,000 to 18,000 feet.

(over)

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~~CONFIDENTIAL~~

Sheet No 3

Z-2652-3

INCIDENT NO. 392

1. Date of Observation 27 May 1949 Date of Interview _____

2. Exact Time (local) 1425

3. Place of Observation Between 42° 27' North 120° W and 42° 41' North 119° 49' West Southern Oregon

4. Position of observer Air, SNJ aircraft, course NNE at 9000 ft with 15-18 mile tail wind at 212 MPH airspeed

5. What attracted attention to object Reflection of sun on object

6. Number of objects 5 to 8 in file formation at interval of 3 to 4 times length of object for first object, balance at 1/2 to 2/3 length of object

7. Apparent size Smaller than fighter plane estimated as probably less than 20' in length

8. Color of object Like unpainted metal

9. Shape Elongated oval or round, length to width ratio 2:1, length to thickness ratio 5:1

10. Altitude 7500-8000' MSL 3500 above terrain

11. Direction from observer Northeast

12. Distance from observer 5 1/2 to 7 1/2 Miles

13. Direction of flight of object(s) SSW

14. Time in sight

15. Speed At least 230 MPH (probably 190 to 260 MPH)

16. Sound and odor

17. Trail None noticed

18. Luminosity Reflected

19. Projections

20. Maneuvers No change in altitude level steady flight

21. Manner of disappearance Passed out of visual range

22. Effect on Clouds

23. Additional information concerning object

24. Weather Conditions Scattered clouds at 14,000 to 18,000 ft

(over)

Name and address of observer: [redacted] Los Angeles, California

Occupation and hobbies:

Private pilot, Lt (jg) in USNR (inactive)

Comments of Interrogator relative to intelligence and character of observer(s):

Appears conservative, sincere, absolutely reliable, and very competent

NARRATIVE SUMMARY:

On Friday, 27 May 1949, [redacted]e, Los Angeles, California, was flying his privately owned SNJ-type aircraft from Red Bluff, California, to Burns, Oregon. He departed Red Bluff at 1332 hours P.S.T. and arrived at Burns at 1458 hours P.S.T. At 1425 hours, same date, [redacted] observed the sun reflecting on an object, or objects, at a considerable distance ahead and a few points to the starboard. He continued to watch the course taken by the reflecting material, expecting it to materialize into a conventional aircraft as the distance lessened between him and the object or objects. As the objects reached the long bluffs (shown on the Boise (V-2) Aeronautical Chart as Hart Mountain) which run for a number of miles along the east side of some dry lakes (Swamp, Flagstaff, Campbell and Stone Corral Lakes), he observed that instead of a single object there were several which seemed to be flying in formation. At this point the objects appeared to have changed their course so that they were paralleling his course and were following the bluffs' so that they were paralleling his course and were following the bluffs' rim at about 1000 to 1500 feet below [redacted] altitude at a distance which he estimates to have been 5-1/2 to 7-1/2 miles. [redacted]s certain that it could not have been as far as ten (10) miles since the bluffs were less than ten (10) miles away and he could see the objects outlined against the bluffs."