

07/0126Z

ATTC NO. ---

DATE OF INFO 6 Jan 1950

AF NO. ---

LOCATION Kansas City Mo.

WFO NO. ---

SOURCE Bendix Aviation Engineer

DATE OF INFO 19 Jan 1950

DATE TO ATTC ---

TIME 1926 CST

COLOR Red or Orange

SHAPE Round

SPEED Slow

SIZE Large Star

ALTITUDE EST. 10,000' &  
dropped 3,000'

TYPE Best

LENGTH OF TIME 25 Minutes

NO. IN GROUP 1

TYPE OF OBSERVATION Ground

REMARKS ---

CHARACTER Appeared to Swirl or Rotate

SKETCHES ---

ATTC (VENUS)

FORM 329  
(1 JAN 50)

RESTRICTED



**2472D AF RES TNG CENTER  
CONTINENTAL AIR COMMAND  
FAIRFAX FIELD  
KANSAS CITY 13, KANSAS**

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EEB/jn

BO 370.2

9 January 1950

**SUBJECT: Report of "Flying Disc"**

**TO: Commanding General  
Air Materiel Command  
Wright-Patterson AFB, Ohio  
ATTN: TSDIN**

1. The following report is submitted in accordance with ConAC Letter 200-1, 10 October 1949:

a. Kansas City, Missouri at 1930 hours CST, 7 January 1950.

b. Clear.

c.

[REDACTED]  
Raytown, Missouri  
Employed by Bendix Aviation Corp., Kansas City, Missouri

[REDACTED]  
Raytown, Missouri  
Employed by Bendix Aviation Corp., Kansas City, Missouri

d. Not available.

e. Attached..

f. (1) One (1)

(2) Round

(3) Not determined

(4) Red or orange

(5) Not determined, quoted as being "slow"

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50117

ASTRON  
W.C.R.C.  
Miss  
Singer  
7-3712-216-1



BO 370.2

Subject: Report of "Flying Disc"

9 Jan 50

(6) West Southwest **UNCLASSIFIED**

(7) When first observed, 8 to 10 thousand feet, after approximately 20 minutes observation, altitude lessened to 3 to 4 thousand feet.

(8) No sound

(9) Red or orange glow, not constant.

g. Both witnesses stated they had had nothing intoxicating to drink.

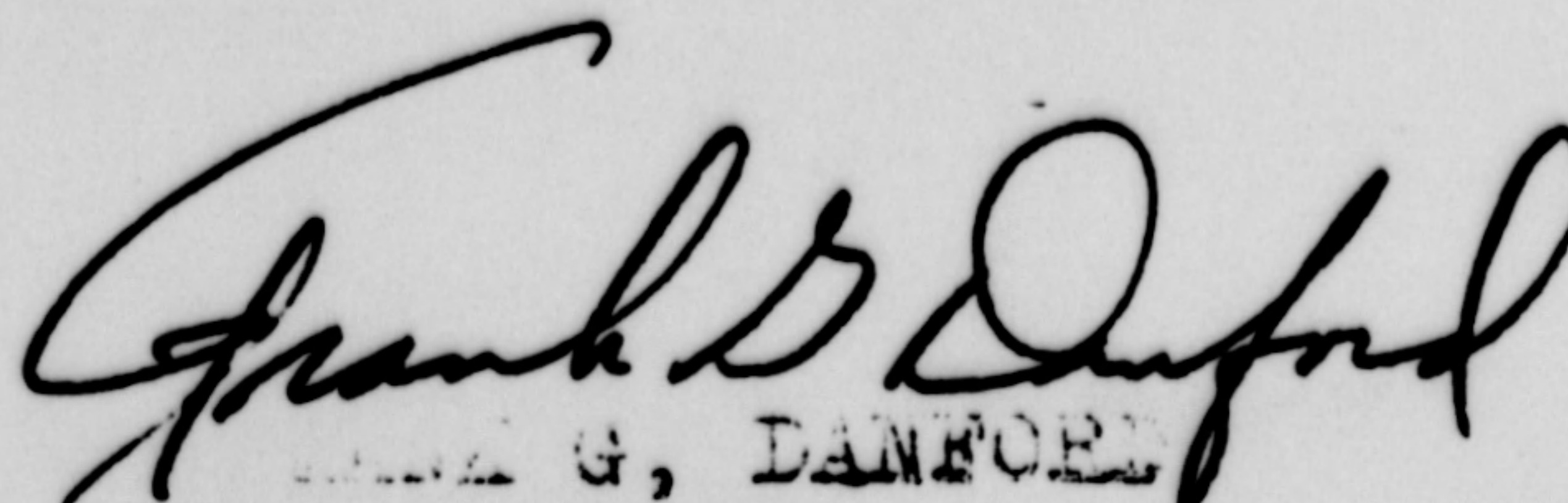
2. This report is exempt from Reports Control Symbol.

FOR THE COMMANDING OFFICER:

2 Incls

1. Diag, poss. 1

2. Diag, poss. 2



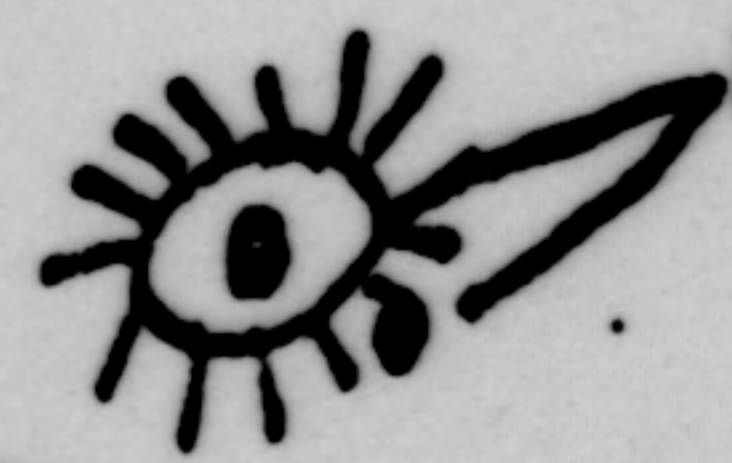
FRANK G. DANFORD

WOJG, USAF

Adjutant

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Red glow not constant

... object  
Very brilliant white  
This object ...  
for period of about 15 or 20 minutes  
Altitude 8000 to 10000 feet

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Obs. location  
at 7:30 PM

... seen from 95th Street  
at 7:30 PM Jan 6, 1950

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3

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N

At this point we had  
altitude around 3000 feet.  
We then descended for about 10 miles then  
remained at same altitude, traveled  
west-southwest. Speed could not be  
recognized.

our position at 7:50 PM

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Distance 15 or 20 miles  
West-Southwest from  
position #1.

E



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

#4  
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INSPECTOR GENERAL USAF  
13TH DISTRICT OFFICE OF SPECIAL INVESTIGATION  
Offutt Air Force Base, Omaha, Nebraska

MT/MES/dmb

19 January 1950

24-69

SUBJECT: UNCONVENTIONAL AIRCRAFT  
KANSAS CITY, MISSOURI  
[REDACTED] (WITNESS)

SPECIAL INQUIRY (UNCONVENTIONAL AIRCRAFT)

TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base  
Dayton, Ohio  
ATTN: MCIA [initials]

1. Inclosed for your information are two (2) copies of Report of Investigation by Special Agent LAWRENCE A. APPLEBEE, this Office, dated 19 January 1950, reflecting pending investigation of subject case.

2. This investigation is continuing, and subsequent reports will be forwarded to your office.

3. In regard to the inclosed report, your attention is invited to Par 11, AFR 205-6, dated 18 May 1949, which prohibits disclosure of the information to unauthorized persons.

1 Incl  
Rpt of Investigation  
(in dup)

*Earl E. Sparks*  
for MATTHEW THOMPSON Capt USAF  
Lt Colonel, USAF  
District Commander

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501.4  
coded







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DETAILS:

1. Investigation was initiated by the District Commander, 13th OSI District, upon receipt of information that Mr. [REDACTED], (Paytown) Kansas City, Missouri, had sighted an unconventional aircraft on 6 January 1950.

AT KANSAS CITY, MISSOURI

2. On 9 January 1950 M/Sgt MACARTHUR of the Provost Marshal's Office, Fairfax AFB, Kansas, telephonically advised this office that a "Flying Saucer" had been sighted on 7 January 1950, at about 1930 hours, by a [REDACTED]

Investigation revealed that the [REDACTED], sighting the unconventional aircraft, resided at [REDACTED] (Paytown), Kansas City, Missouri, and that he was employed at the Bendix Aircraft Corporation, 95th and Troost Street, Kansas City, Missouri.

3. On 12 January 1950 Mr. [REDACTED] was interviewed at the Bendix Plant. Mr. [REDACTED] stated that on 6 January 1950, he and an employee of his, [REDACTED] Kansas City, Missouri, punched the time clock at the Bendix Plant at 1926 hours and left the building by the main entrance, located at the south side of the plant. [REDACTED] went on to say that as they emerged from the building and walked toward the parking lot across the street, they noticed a bright object in the sky to the southwest of their position. At first glance it appeared to be a star but closer observation convinced them that what they viewed was an Airborne craft of some type. [REDACTED] described the object as being round in shape, although "no definite lines pertaining to shape were visible." He said that it was brilliant white and that a bright red flash was observed from the center of the object from time to time and at other times from the outer edge of the object. This red flash was not constant but would be seen alternately throughout the twenty-five minutes that the object was in view. [REDACTED] estimated that the object was, at one time, 30 miles away and 3,000 to 4,000 feet high and approximately 6 to 8 inches in diameter. Its speed could not be estimated and it appeared to hover in one position for a period of ten minutes. No motion was visible at this time but the color flickered and the red flashes continued. This was observed from a point 15 miles south and west of their original sighting point where the two men had traveled to obtain a better view. From this point, according to [REDACTED] the beacon at the O'Lathe Naval AB could be seen and the object then appeared to be over but beyond the Air Base. The two returned to their original sighting point, keeping the object in view during half of the trip back. Upon reaching the original sighting point the object was not visible. They then proceeded to a high point southeast of the Bendix Plant but did not see the object again. [REDACTED] declared that the

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[REDACTED]

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object he observed was not comparable to any airplane, dirigible or balloon of any type. [REDACTED] executed a signed statement embodying the foregoing details and which is attached as Inclosure #1.

NOTE: [REDACTED] was born at Green Bay, Wisconsin, on 9 August 1924.

[REDACTED] appeared to be sincere and did not seem to be over exaggerate in relating the details concerning the object he had seen. He appeared to be a person of good character, intelligent and well mannered. [REDACTED] was a Naval Mechanic for 3 1/2 years, served 11 months overseas in the Pacific and was discharged on 26 November 1945. His hobbies are electroplating and flying.

4. [REDACTED] concurred in [REDACTED] statements and added that the object they had sighted appeared to swirl or rotate at a terrific speed. He stated that there had been no sideways motion but that it had, except for the period of hovering, moved continuously away from them. He estimated that its altitude at first sighting was 8,000 to 10,000 feet but, that it gradually descended to about 3,000 to 4,000 feet. [REDACTED] went on to say that he thought when he had first sighted the object that it had been "greenish" in color but that he next decided it was a light orange-almost white color. He said that a "red ring" encircled the object and that at regular intervals it appeared to expand and diffuse the entire object with a reddish glow. According to [REDACTED] the support of the object appeared to be its terrific speed but he could give no estimate of this speed. He stated that there was no apparent sound from the object and that upon disappearing it seemed to fade from view. Its size appeared to be that of a softball and the object reminded [REDACTED] of the Planet Saturn. According to both observers the night was clear, there were no clouds in the sky, and the moon was rising at the time. Both men informed the writer that they had heard of a man who had been driving in the vicinity of Kansas City the same day and who had become involved in an accident while observing a "Flying Saucer." They thought this story had appeared in the Kansas City Star.

NOTE: [REDACTED] was born on 10 January 1931 at Raytown, Missouri. His hobbies are photography and first aid. He appeared to be a sensible, intelligent person and did not appear to over exaggerate.

Mr. [REDACTED] Office Administrator for the Bendix Aviation Corporation, and [REDACTED] of the Security Office of the Bendix Plant were interviewed regarding the reliability of [REDACTED] and [REDACTED]. Both stated that these men were completely reliable and dependable, good character and sound judgment.

5. Additional details relative to the unconventional aircraft sighted by [REDACTED] are contained in form, subject, "Unconventional Aircraft - Special Inquiry," which is attached as Inclosure #2.

[REDACTED]

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6. In regard to comment by Mr. [REDACTED] relative to the sighting of the unidentified unconventional aircraft by another individual, the following news item appearing in the Kansas City Star, 6 January 1950, is submitted:

**"DOUBT OVER CRASH CAUSE  
Driver Tells Police a Flying Saucer Blinds Him**

"A flying saucer was reportedly seen in Kansas City, Kansas, early today, but police are skeptical about it.

[REDACTED], 33 years old, [REDACTED], reported the phenomenon. He was driving east on Kansas Avenue, he told police, when "this flying saucer or a ball of fire or something like that" flashed across First Street in front of his car, northbound, blinding him. He lost control of his car and crashed into a truck parked at the curb, damaging both vehicles.

"He suffered cuts on his head and face and was treated at the police emergency hospital and arrested for reckless driving and driving while intoxicated. The truck was owned by Thomas E. RABLE of Edwardsville, Ks."

2 Incls

1. [REDACTED] statement
2. Form - Unconventional  
A/C - Special Inquiry

- PENDING -

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January 12, 1950

I make this statement to LAWRENCE A. APPLEBEE, whom I know to be a Special Agent of the Office of Special Investigations, United States Air Force.

On January 6, 1950 at 7:30 P.M., an employee of mine and myself left our place of work. As we walked toward our car we noticed a very bright object in the sky southwest of our position facing south. At first glance it seemed like a star but on second notice we were positive it was an airborne obstacle of some type either guided by man or of some other source. This object was a very brilliant white and flickered somewhat like a star. It was round in shape although no definite lines pertaining to shape were visible. We also noticed a bright red flash at times in the center of the object and at other times on the outer edge. As an example, using a mirror to reflect light, you would see a bright flash as it passes in front of your eyes. This red on the object was not constant but would be seen alternately through our full twenty-five minutes of sighting.

As to the shape or size of the object it would be hard to say definitely. The brilliant glow was round and nothing else could be seen because of the glare. The size would be dependent on height and distance. Estimating its distance at 30 miles and height 3000 to 4000 feet, it was six to eight inches in diameter. Speed could not be estimated. It seemed to hover for periods of about ten minutes at a time, gradually decreasing in altitude, then at the last, maintaining an altitude of about 3000 to 4000 feet continued west, southwest. At first sighting estimated altitude was 8000 to 10,000 feet.

After sighting the object from the parking lot in front of our plant we drove about ten or fifteen miles west and south to a high point. We kept it in sight up to this time and then watched it for about ten minutes. During this last ten minutes it seemed to hover. No motion was visible, only the color flickering, and the red flashes continuing. Then it started moving west, southwest. At this time we drove back over our same route and kept it in sight half the way back; then it disappeared. We continued to our original sighting point and noticed nothing comparable to this object. We continued past our original point of sighting to another high point and the object was not visible. The object also was not comparable to an airplane, dirigible or balloon of any type. As to the length of time of sighting it was approximately twenty five to thirty minutes.

Signed:

[REDACTED]

Witnessed by:

[REDACTED]

I concur that all the above statements made by [REDACTED] are true.

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ROBERT V. VAN DE VYVERE

Incl. 1



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UNCONVENTIONAL AIRCRAFT - SPECIAL REPORT

1. Date of sighting 6 January 1950
2. Time of sighting (zonal by 24 hr. clock) Approximately 1930 hours
3. Where sighted (observer's position):
  - a. Ground Front of Bendix Plant, 95 & Troost, Kansas City, Mo.
  - b. Air \_\_\_\_\_
  - c. Sea \_\_\_\_\_
4. Number of objects. Formation type (if any), sketch if possible \_\_\_\_\_  
One-cylindrical shape-glowing-red flashes-see attached page #
5. Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follow such celestial phenomena should be consulted for such information) \_\_\_\_\_  
\_\_\_\_\_
6. Distance of object from observer:
  - a. Laterally ~~approximately~~ Approximately 30 miles southwest
  - b. Angle of elevation from horizon 50°
  - c. Altitude First sighting 8000-10000 ft-decreased to 3000-4000
7. Time in sight Approximately 25 minutes
8. Appearance of object:
  - a. Color Brilliant white
  - b. Shape (Sketch if possible) cylindrical-see attached sketch
  - c. Apparent construction (Of what material or substance) Unknown
  - d. Size From sighting point appeared to be 6" to 8" in diameter
9. Direction of flight Southwest
10. Tactics or manouvers (Vertical ascent or descent, horizontal, oscillating, fluttering, evasive, aggressive, erratic, etc.) Apparently hovering. Vertical descent. May have been fluttering

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Check Sheet - Unconventional Aircraft (Cont.)

11. Evidence of exhaust: None

- a. Color of smoke
- b. Length and width
- c. Size (if any)
- d. Rate of evaporation
- e. Does trail vary with sound? (reports)

12. Effect on clouds: No clouds

- a. Opened path thru clouds
- b. Forced cloud or mist
- c. Reflected on cloud
- d. Showed thru cloud

13. Lights: See statement attached - page #

- a. Reflected or attached
- b. Luminous
- c. Blinked on and off in relation to speed

14. Support: Unknown

- a. Wings
- b. Aerodynamic lift of fuselage
- c. Vertical jet
- d. Rotating cylinder or cone
- e. Aerostatic lift (balloon or dirigible)

15. Propulsion: Unknown

- a. Propeller or jet
- b. Rotor
- c. Aerodynamic forces (flapping or oscillating)  
(Flettner effect)
- d. Visible exhaust or jet openings

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Check Sheet - Information: 1. Aircraft (0-1)

16. Control and stability:

a. Fine ☒ X

b. Stabilizers (horizontal or vertical)

17. Air ducts: Unknown

a. Slots

b. Duct openings

18. Speed - M.P.H. See statement attached - page #

19. Sound: None

a. Continuous whine or buzz

b. Roar, whistle, wobble

c. Intermittent

20. Manner of disappearance:

a. Explode

b. Faded from view ☒ X

c. Disappeared behind obstacle

Relative to the Observer

1. Name of observer

2. Address

3. Occupation Supervisor of Office Services

4. Place of business Bendix Aviation Corp., Kansas City, Mo. Div.

5. Pertinent hobbies Electro-plating and flying

6. Ability to determine

7. Reliability of observer

8. Notes relative to observer on:

a. Sightings in general

b. How attention was drawn to object(s) brightness of object

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- c. Degree of failure and duration of flight at time of sighting  
 when observed in darkness Not Applicable

9. Witness:

- a. Addressed [REDACTED], Kansas City, Mo.  
 b. Occupation Messenger-Bendix Aviation Corp., Kansas City, Mo.  
 c. Reliability [REDACTED]

10. Comments of interrogator regarding the intelligence and character of person interrogated.

Relative to Radar Sightings

1. Re radars operating on ground.

- a. Observations of range, speed, altitude and size of target  
 b. Did target execute any turns? If so, what angle (180°), etc., and what radius of turn? If radius of turn is not observable, how did the target stay in the turn and what was its speed?  
 c. Note particularly any cooperation of different target into several targets upon approach. Track all if possible.

2. If airborne when object sighted:

- a. Were there any radar indications or extra noise on radio circuit?  
 b. Give estimates of size, speed, maneuvers, etc.

General

1. Teletype sequences of local weather conditions  
 2. Winds aloft report

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3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border! \_\_\_\_\_)
4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other \_\_\_\_\_
5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils No contact with earth
6. If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. \_\_\_\_\_
7. Obtain photographs (or original negatives) where available. If not, secure sketches of:
  - a. Object.
  - b. Surrounding terrain where observed.
  - c. Place where it contacted earth (if this happened).
  - d. Maneuvers.
  - e. Formation if more than one object.
8. Secure signed statement, if possible
9. Obtain fragments or physical evidence where possible.
10. Was any radio antenna to be observed, i.e., (any projections or extensions that might presumably be construed as such).

/s/ LAWRENCE A. APPLEBEE  
Special Agent, OSI

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**LOWRY FLIGHT SERVICE CENTER  
LOWRY AIR FORCE BASE  
DENVER, COLORADO  
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GRR/dwc

RY 319.1

20 January 1950

**SUBJECT: Unidentified Flying Objects**

**TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base, Ohio**

**Attn: MCIAX**

1. Reference Lowry Flight Service Center letter RY 319.1, subject: Unidentified Flying Objects, dated 9 Jan 50. Sketches of subject objects were forwarded, by the Commanding Officer of the 2472nd Air Reserve Unit stationed at Fairfax Airport, Kansas City, Kansas, to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Ohio with information copy to Chief of Staff, USAF, Washington 25, D. C. ATTENTION: Director of Intelligence. Lowry Flight Service Center has no further information to submit on this incident.

2. Reference Lowry Flight Service Center TWX, dated 11 January 1950, subject: Unidentified Flying Objects. Further information and sketches are not available on this incident.

*Robert M. McLeod*  
ROBERT M. MCLEOD  
Lt Colonel, USAF  
Commanding

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**LOWRY FLIGHT SERVICE CENTER  
LOWRY AIR FORCE BASE  
DENVER, COLORADO**

GRR/wfw

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RY 319.1

9 January 1950

**SUBJECT: Unidentified Flying Objects**

**TO: Commanding General  
Air Materiel Command  
Wright-Patterson Air Force Base, Ohio**

1A1A

1. In compliance with Flight Service Regulation 200-4, dated 2 November 1948, Subject: "Unidentified Flying Objects," the following report is submitted.

2. On the night of 6 January 1950, two objects were sighted over Kansas City, Kansas, and Olathe, Kansas. They appeared to be motionless over Olathe for ten to fifteen minutes, then moved off very fast.

3. The weather at Kansas City was clear with twelve miles visibility.

4. The incident was witnessed by [REDACTED], Raytown, Missouri, phone [REDACTED], [REDACTED] Road, Missouri. Both are employed at Bendix Aviation, Kansas City, Kansas, and the former is a pilot.

5. Photos are not available. Sketches are enroute to Lowry Flight Service and will be forwarded immediately upon receipt.

6. Two objects were sighted, both spherical in shape. They appeared to be the size of old fashioned street lights about two blocks distant. They were a brilliant white, emanating orange and red flashes.

7. They moved from over Kansas City toward Olathe, Kansas, remained motionless from ten to fifteen minutes, then moved off very fast in a southwesterly direction. The estimated altitude was between seven and eight thousand feet. No sound was emitted, nor exhaust trail apparent.

8. This report was given to Fairfax AFB Operations, Kansas City, Kansas, and transmitted to Lowry Flight Service.

*Robert M. McLeod*  
ROBERT M. MCLEOD  
Lt Col, USAF  
Commanding

Copies Furnished:  
C/S, USAF, Wash DC, Attn  
Dir of Intelligence  
Comdr, MATS, Wash DC, Attn  
Chief, Intelligence Div  
CO, Flight Service, Wash DC

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INCOMING MESSAGE

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NR 1 10 JAN 50

ROUTINE

FROM LOWRY AFB COLORADO 080610Z

TO WRIGHT PAT AFB

INFO FLIGHT SERVICE WASHINGTON DC

THIS MESSAGE REQUIRES PARAPHRASE  
SEE CRYPTO-CENTER BEFORE DECLASSIFYING.

FM FLT SVC LOWRY ATTN MCIAXO-3 RPT MCIAXO-3 WRIGHT PATTERSON

IN COMPLIANCE WITH FLT SVC REG NR 200-4, UNIDENTIFIED FLYING OBJECT  
DID 2 NOV 48 MHE FOL REPORT IS SUBMITTED PAR A O KANSAS CITY KAN,  
6 JAN 50 AT 1930C. PAR B1830M WEATHER AT KANSAS CITY WAS CLEAR  
WITH 12 MILES VISIBILITY. PAR C NR 1 ~~XXXXXXXXXX~~, ~~XXXXXXXXXX~~

~~XXXXXXXXXX~~ WN MISSOURIPHONE FL RPT FL 2744 EMPLOYED AT BENDIX  
AVIATION, FORMER PILOT. NR 2 ~~XXXXXXXXXX~~

~~XXXXXXXXXX~~ MISSOURI. EMPLOYED AT BENDIX AVIATION.

PAR D NO PHOTOS AVAILABLE. PAR E SKETCH WILL ACCOMPANY

WRITTEN REPORT. PAR F NR 1, 2 OBJECTS NR 2 SPHERICAL NR 3 AT  
8000 KT APPEARED SIZE OF OLD FASHIONED STREET LIGHT 2 BLOCKS OFF  
NR 4 BRILLIANT WHITE EMINATING ORANGE AND RED FLASHES NR 5  
MOTIONLESS OVER OXATHE KAN FOR 10 TO 15 MIN THEN MOVED OFF  
VERY FAST NR 6 SOUTH WEST NR 7 UNKNOWN NR 8 7000 TO 8000 FT ALT  
DESCENDING NR 9 NO SOUND EMITTED NR 10 NO EXHAUST TRAIL PAR G  
R THIS REPORT GIVEN TO FAIRFAX AFB OPERATIONS KANSAS CITY KAN

AND TO LOWRY AFB FLT SVC

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ACTION COPY