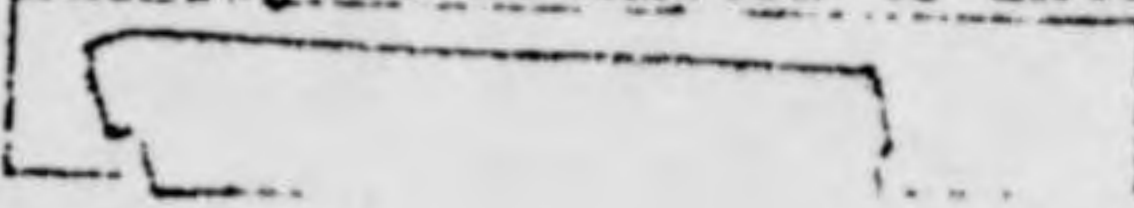


416

DATE OF REPORT 30 July 1949  
 LOCATION Mt. Hood, Oregon  
 SOURCE Airline pilots and Tower Operators  
 DATE OF OCCURRENCE 1 Aug 49  
 TIME OF OCCURRENCE 2100 P - 2130P  
 DURATION Hovered then Southeast  
 NUMBER OF OBJECTS 1  
 TYPE OF OBSERVATION Aerial and Ground  
 CHARACTERISTICS Comparable to helicopter  
Portland tower reported object with two red lights and one white light hovering in the area. The object appeared to drop two white flares and ease closer to Portland. When one of four airline pilots who saw the object attempted to intercept it, it turned to the southeast and pulled away easily. Unidentified



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2. The above description and information was received by the AIO, 13-  
from Lt. [REDACTED] USR, of [REDACTED] Portland 13,  
Oregon.

M. C. RIDDLE  
Acting

cc: 25th Air Defense Command

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DOD DECLASSIFICATION

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AIR DEFENSE COMMAND  
25th AIR DEFENSE DIVISION (DEF)  
P.O. BOX 909, EVERETT, WASHINGTON

OI 350.09

9 August 1949

SUBJECT: Project "SIGN"

TO: ~~Commanding General~~  
Air Materiel Command  
Wright-Patterson Air Force Base  
Dayton, Ohio  
Attn: MCIAXO-3  
Commanding General  
Continental Air Command  
Mitchel Air Force Base, New York  
Attn: Director of Intelligence  
Chief of Staff  
United States Air Force  
Washington 25, D.C.  
Attn: Dir of Intell, Requirements Div  
Commanding General  
Fourth Air Force  
Hamilton Air Force Base  
Hamilton, California  
Attn: Director of Intelligence

In compliance with par. 1, ConAC Letter 200.1, 25 March 48, and par. 5 and 6, Letter Fourth Air Force, file OI-350.09/2, dated 18 Feb 49, the following information as relayed to this headquarters via the District Intelligence Officer, Thirteenth Naval District, is submitted:

"At 2100 hours on 30 July 1949, between Stevenson, Washington, and Troutdale, Oregon, a group of unidentified lights were sighted by Northwest Airlines pilot [REDACTED], [REDACTED] Portland, Oregon, while on a routine flight from Yakima to Portland. Thrush stated the object could have been two or three planes flying in very close formation, however, the red lights were on the wrong side for airborne aircraft. When Thrush circled the field to await instructions for landing, the object changed course about 50° and left the vicinity.

The co-pilot of the plane, [REDACTED], also of Portland, sighted the lights but was not available for interview. [REDACTED], CAA traffic controller on duty in the control tower of the airport also observed the object. Basford reportedly observed

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*Miss  
Sept  
JR  
incident*

[REDACTED]

350.09  
Subject: Project "..."

UNCLASSIFIED

9 Aug 49

from the ground  
airport spotlights  
was a helicopter  
object disappeared  
southeasterly  
description of

According to Thrush, Basford turned the  
object, which he thought at the time  
guide it to a landing. However, the  
high rate of speed and headed in a  
when the light was focussed upon it. A  
are as follows:

Weather: Clear  
Sketches: None  
Shape and size: ...  
Color: Red ...  
Speed: Two ...  
Heading: When ...  
over ...  
light ...  
Maneuverability:  
Altitude: 6000  
Sound: None observed  
Exhaust: None observed

Object was sighted after sundown.  
Fog prevented adequate observation.  
Obscured because of darkness.  
... white light on occasion.  
... per hour.  
... approximately 240°T. When last seen  
... 50°T. There was not change in the  
... change of heading.  
... elevation did not change rapidly.  
... other sounds in own plane would have

FOR THE COMMANDER

ICER:

*Winfred H. Gallienne*  
WINFRED H. GALLIENNE  
Major USAF  
Intelligence Staff Officer

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INCIDENT NO. 416

1. Date of Observation 30 July 1949 Date of Interview \_\_\_\_\_
2. Exact Time (local) 2100-2130P
3. Place of Observation Vicinity Portland, Troutdale & Mt. Hood, Oregon
4. Position of observer Air and in tower
5. What attracted attention to object
6. Number of objects 1
7. Apparent size
8. Color of object See #23
9. Shape
10. Altitude 2,000-6,000 feet
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) East
14. Time in sight
15. Speed 0-210 MPH
16. Sound and odor
17. Trail
18. Luminosity
19. Projections
20. Maneuvers Maneuvered and hovered in vicinity for 30 minutes like helicopter
21. Manner of disappearance
22. Effect on Clouds
23. Additional information concerning object Object displayed 2 red and 1 white lights
24. Weather Conditions Sky clear, visibility unlimited

(over)

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7-3712-21

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Page 2

Incident 116

Name and address of observer: Capt [REDACTED] o/o [REDACTED] Dispatch Office, Portland, Ore  
[REDACTED], Portland, Oregon

Occupation and hobbies: [REDACTED], Portland, Oregon

Pilot NW Airlines  
Tower Operator  
Civ. Instructor Pilot  
CAA Tower Operator

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

## NARRATIVE SUMMARY:

General remarks: At approximately 2100P Portland Tower reported to Flight Service that an object displaying two red lights and one white light was seen hovering just south of the Columbia River where the Bonneville Power Lines cross the river. It appeared to drop two white flares and seemed to ease closer to Portland. The object hovered in this area approximately thirty (30) minutes and then disappeared to the east. Believing the object might be an aircraft in emergency, Portland Tower stacked four incoming airliners over the airport. The pilots of these four airliners saw the object and their names and addresses are available from Mr. [REDACTED]

Captain [REDACTED] the pilot of a Northwest Airline Martin 202, reported that while approaching Portland from the east he noticed what appeared to be an aircraft displaying two red lights and one white light. Since this was nonstandard lighting Captain [REDACTED] watched the object very closely. His sighting of this object was at 2110P at an altitude of six (6) thousand feet and he was approximately five (5) miles west of Stevenson, Washington. He reported that the object was behind him and slightly to the left and maintained that same position until Troutdale. Then over Troutdale Captain [REDACTED] heard Portland Tower giving instructions to other aircraft to hold over the airport because of an unidentified flying object dropping flares. Upon hearing this information Captain Thrush turned one hundred and eighty (180) degrees and attempted to intercept the flying object displaying the two red lights and one white light that had been following him. He reported that this object then turned to the southeast and appeared to pull away from him quite easily. Captain [REDACTED] reported that his indicated airspeed was two hundred and ten (210) miles per hour while he was trying to intercept the object.

[REDACTED] reported that he saw the object while in the traffic pattern in Troutdale, Oregon. He was flying at an altitude of one (1) thousand three (3) hundred feet indicated and reported that the object appeared to be five (5) hundred to eight (8) hundred feet above him and at an estimated distance of twenty (20) miles to the east.

The only Air Force aircraft in the vicinity at the time was a B-29, AF 7758, who was over Portland at 2130P at an altitude of seven (7) thousand five (5) hundred feet, northbound. The pilot was questioned and stated that he did not drop any flares and did not circle over Portland and did not see anything unusual.

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10:09

14 1 AUG 49

FROM FLIGHT SERVICE CENTER WASHINGTON WASH DC 111000Z  
TO ANS WPAFB  
INFO AAGE WASHINGTON NATIONAL AIRPORT WASH DC  
CAG MINCHEL AFB NY  
4TH HQ HAMILTON AFB CAL SANFUEL OR 17

ATTN: ATN WIPAC-3  
INFO ATN DIR OF INTELLIGENCE.

FOR INFO BY SIGHTING OF UNIDENTIFIED FLYING OBJECTS IS SUPPLEMENTED:  
A. VICINITY OF PORTLAND OREGON, TROUTDALE OREGON AND MT WOOD  
OREGON FROM 2100P TO 2130P 30 JULY.  
B. SKY CLEAR VISIBILITY UNLIMITED.  
C. (1) CAPT [REDACTED] PILOT MOUNTAIN AIRWAYS, [REDACTED]  
OFFICE PORTLAND OREGON (2) [REDACTED] [REDACTED]  
AIRPORT, [REDACTED] PORTLAND OREGON (3) [REDACTED]  
INSTRUCTOR PILOT, WESTERN SKYWAYS TROUTDALE OREGON, [REDACTED]  
[REDACTED], PORTLAND 6 OREGON (4) B J BRADFORD, CAPT [REDACTED]  
OPERATOR PORTLAND AIRPORT [REDACTED]  
HAD THE NAMES OF 4 OTHER WITNESSES OF THE INCIDENT.  
D. NOT AVAIL E. NOT AVAIL, F. (1) 1, (2) [REDACTED] (3) [REDACTED]  
UNDETERMINED (4) OBJECT DISPLAYED 2 RED LIGHTS AND 1 WHITE  
LIGHT (5) FM 0 TO IN EXCESS OF 210 MPH (6) [REDACTED]  
AND HOVERED IN THE VICINITY OF PORTLAND AND TROUTDALE FOR PERIOD  
OF FIVE ZERO [REDACTED] WAS LAST SEEN PROCEEDING EAST (7)  
OBJECT WAS SEEN TO BE ABLE TO MANEUVER AS HELICOPTER (8)  
2000 FT TO 7000 FT (9) NONE REPORTED (10) NONE REPORTED C.  
AT 2100 PORTLAND TOWER REPORTED AN OBJECT DISPLAYING 2 RED LIGHTS  
AND 1 WHITE LIGHT HOVERING JUST SOUTH OF COLUMBIA RIVER

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PAGE 2 OF 14 1 AUG 49

WHERE MONROEVILLE POWER LINES CROSS THE RIVER. IT APPEARS  
 THAT THE OBJECT WAS SEEN TO PASS CLOSE TO THE POWER  
 THE OBJECT MOVED IN THE WEST APPROX 30 MIN FROM THE  
 TO THE EAST. THE OBJECT WAS SEEN TO PASS OVER THE  
 TOWER STATION A SHORT DISTANCE OVER THE AIRPORT. THE  
 THREE 4 MILLIAMP LAMP THE OBJECT WAS SEEN TO PASS  
 AND AVAILABLE FROM [REDACTED] CAPT [REDACTED]  
 REA [REDACTED] MARTIN 202 DATE THAT WHICH FLYING OVER  
 PORTLAND IN THE VICINITY OF THE HOOK AT 7000 FT HE  
 OBJECT DISPLAYING 2 RED LIGHTS AND 1 WHITE LIGHT. THE  
 APPEARS TO HAVE UNCONVENTIONAL LIGHTING SCHEMATIC  
 THE OBJECT AND NOTED THE OBJECT WAS AWAY IN HIS  
 SAME DIRECTION AT 21:00. CAPT [REDACTED]  
 INDICATED 21:00 AS THE TIME HE WAS APPROXIMATELY  
 IN CONTACT. THIS OCCURRED SHORTLY AFTER 21:00. [REDACTED]  
 NOTED THAT HE SAW THE OBJECT WHILE IN THE TOWER  
 AT TROUBLE SHOOTING AT AN ALTITUDE OF 1300 FT. [REDACTED]  
 AND THAT THE OBJECT APPEARS TO BE 500 FT TO 800 FT  
 AT AN ESTIMATED DISTANCE OF 20 MILES TO THE [REDACTED]  
 LAWSAY MCCORD FLT SVC CONTR

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DOD 1



[REDACTED]

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MCCHORD FLIGHT SERVICE CENTER  
McChord Air Force Base  
Washington

TCM 452

1 August 1949

SUBJECT: Unidentified Flying Objects

TO: Commanding General  
Air Materiel Command  
Wright-Patterson AF Base, Ohio  
ATTENTION: MCIAXO-3

1. The following report of sighting of unidentified flying objects is submitted:

a. Location and time of sighting: In the vicinity of Portland, Oregon, Troutdale, Oregon, and Mount Hood, Oregon, from 2100P to 2130P, 30 July 1949.

b. Weather at the time: Sky clear, visibility unlimited.

c. Names, occupations, and addresses of witnesses:

(1) Captain [REDACTED], pilot Northwest Airlines, address Northwest Airlines Dispatch Office, Portland, Oregon.

(2) [REDACTED], CAA Tower Operator, Portland Airport, [REDACTED], Portland, Oregon.

(3) [REDACTED] Civilian Instructor Pilot, Western Skyways, Troutdale, Oregon, [REDACTED], Portland 6, Oregon.

(4) [REDACTED], CAA Tower Operator, Portland Airport, [REDACTED] Portland, Oregon. Mr. [REDACTED] has the names and addresses of four other witnesses of this sighting.

d. Photographs of objects, if available: Photographs of objects are not available.

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[REDACTED]

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DOD DIR 5200.10

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TCM 452

1 August 1949

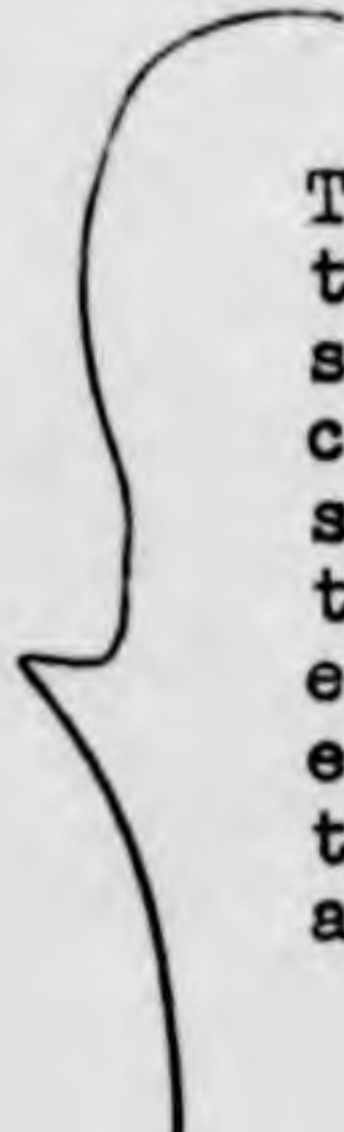
SUBJECT: Unidentified Flying Objects

e. Sketches of object's configuration: Sketches of object's configuration are not available.

f. Object sighted:

- (1) Number: One.
- (2) Shape: Undetermined.
- (3) Size: Undetermined.
- (4) Color: Object displayed two red lights and one white light.
- (5) Speed: Was from zero to in excess of two hundred and ten (210) miles per hour.
- (6) Heading: Object maneuvered and hovered in the vicinity of Portland and Troutdale for a period of thirty (30) minutes and was last seen proceeding east.
- (7) Maneuverability: Object seemed to be able to maneuver as a helicopter.
- (8) Altitude: Two (2) thousand to six (6) thousand feet.
- (9) Sound: Not reported.
- (10) Exhaust trail or not: Not reported.

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 6200.10



g. General remarks: At approximately 2100P Portland Tower reported to Flight Service that an object displaying two red lights and one white light was seen hovering just south of the Columbia River where the Bonneville Power lines cross the river. It appeared to drop two white flares and seemed to ease closer to Portland. The object hovered in this area approximately thirty (30) minutes and then disappeared to the east. Believing the object might be an aircraft in emergency, Portland Tower stacked four incoming airliners over the airport. The pilots of these four airliners saw the object and their names and addresses are available from Mr. [REDACTED]

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~~SECRET~~ 68345-

~~CONFIDENTIAL~~

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TCM 452

1 August 1949

SUBJECT: Unidentified Flying Objects

Captain [redacted], the pilot of a Northwest Airline [redacted], reported that while approaching Portland from the east he noticed what appeared to be an aircraft displaying two red lights and one white light. Since this was nonstandard lighting Captain [redacted] watched the object very closely. His sighting of this object was at 2110P at an altitude of six (6) thousand feet and he was approximately five (5) miles west of Stevenson, Washington. He reported that the object was behind him and slightly to the left and maintained that same position until Troutdale. When over Troutdale Captain [redacted] heard Portland Tower giving instructions to other aircraft to hold over the airport because of an unidentified flying object dropping flares. Upon hearing this information Captain [redacted] turned one hundred and eighty (180) degrees and attempted to intercept the flying object displaying the two red lights and one white light that had been following him. He reported that this object then turned to the southeast and appeared to pull away from him quite easily. Captain [redacted] reported that his indicated airspeed was two hundred and ten (210) miles per hour while he was trying to intercept the object.

Mr. [redacted] reported that he saw the object while in the traffic pattern in Troutdale, Oregon. He was flying at an altitude of one (1) thousand three (3) hundred feet indicated and reported that the object appeared to be five (5) hundred to eight (8) hundred feet above him and at an estimated distance of twenty (20) miles to the east.

The only Air Force aircraft in the vicinity at the time was a B-29, AF 7758, who was over Portland at 2130P at an altitude of seven (7) thousand five (5) hundred feet, northbound. The pilot was questioned and stated that he did not drop any flares and did not circle over Portland and did not see anything unusual.

*Earl J. Livesay*  
 EARL J. LIVESAY  
 Lt. Col., USAF  
 Commanding

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 DOD DIR 5200.10

[redacted stamp]

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~~33-606-1~~

The following is from NAD 47075; AF 95910-1:

4 Aug 1949

Subj: Flying Discs, Report of  
Ref: (a) CNO Conf Ltr Cp322V P16-3/21, ser 0422P32 dated 4 Nov 1948  
1. In accordance with reference (a), following information is submitted:

At 2100 hours on 30 July 1949, between [redacted] Washington, and Troutdale, Oregon, a group of unidentified lights were sighted by Northwest Airlines pilot [redacted], Portland, Oregon, while on a routine flight from Yakima to Portland. [redacted] stated the objects could have been two or three planes flying in very close formation, however, the red lights were on the wrong side for airborne aircraft. When [redacted] circled the field to await instructions for landing, the object changed course about 50° and left the vicinity.

The co-pilot of the plane, [redacted], also of Portland, sighted the lights but was not available for interview. [redacted] CIA traffic controller on duty in the control tower of the airport also observed the object. [redacted] reportedly observed from the ground tower. According to [redacted] turned the airport spotlight on the object, which he thought at the time was a helicopter, to help guide it to a landing. However, the object disappeared at a high rate of speed and headed in a southeasterly direction when the light was focussed upon it. A description of conditions are as follows:

Weather: Clear, however object was sighted after sundown.  
Sketches: None, since darkness prevented adequate observation.  
Shape and size: Not determined because of darkness.  
Color: Red lights steady, white light on occasion.  
Speed: Two hundred miles per hour.  
Heading: When first seen approximately 240°T. When last seen over Troutdale, 50°T. There was no change in the lighting with the change of heading.  
Maneuverability: Course and elevation did not change rapidly.  
Altitude: 6000 - 8000 feet.  
Sound: None observed - other sounds in own plane would have obscured sounds.  
Exhaust: None observed.

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DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

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[redacted stamp]

*Incident*  
416