

PROJECT 10073 RECORD

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|---|---|
| 1. DATE - TIME GROUP 1 August 49 02/0000Z | 2. LOCATION Columbus, Ohio 418 |
| 3. SOURCE FIVE CIVILIAN | 10. CONCLUSION 1. Other (CONTRAIL) 2. Astro (STAR/PLANET) |
| 4. NUMBER OF OBJECTS 2 | 11. BRIEF SUMMARY AND ANALYSIS Observer saw a smoke trail which appeared to be emitted from an unseen object, flying at a very high altitude, estimated to be 30-40,000 ft, in a Westerly direction. The trail was visible for about 15 seconds and the source of the smoke seemed to increase its velocity during this time. Soon afterward a light was visible in the sky. The light remained motionless for a while, then appeared to travel towards the horizon in a Westerly direction. |
| 5. LENGTH OF OBSERVATION 15 Seconds | |
| 6. TYPE OF OBSERVATION Ground-to-Visual | |
| 7. COURSE W/W | |
| 8. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No | |

UNCLASSIFIED

INCIDENT NO. 418B

1. Date of Observation _____ Date of Interview _____
2. Exact Time (local) 1900-2100E
3. Place of Observation Columbus, Ohio (Past Columbus Airport)
4. Position of observer Control Tower
5. What attracted attention to object
6. Number of objects 1
7. Apparent size
8. Color of object White then yellowish red
9. Shape
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) NW 320°
14. Time in sight
15. Speed
16. Sound and odor
17. Trail Yes before white light
18. Luminosity
19. Projections
20. Maneuvers Straight flight
21. Manner of disappearance
22. Effect on Clouds
23. Additional information concerning object
24. Weather Conditions 5,000 scattered clouds, 12 miles visibility

(over)

UNCLASSIFIED

Page 2

Name and address of observer:

Mr. [REDACTED] Incident [REDACTED]
Columbus, Ohio
Mr. [REDACTED], [REDACTED], Columbus,
Ohio

Occupation and hobbies:

CAA Controllers

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

NARRATIVE SUMMARY:

Mc
INFOR / INFOR
3:23

ACISE
PP JED
APP JED ZVA
PP JED JEZAB
DE JEDLV 27 ✓
FM JEDLV / WRIGHT PATTERSON FLIGHT SVC CENTER ✓
TO JED/C 6 AIR MATERIAL COMMAND WRIGHT PATTERSON AFB OHIO
/ATTN/NCIAXO-2 ✓
INFO JEZAB/CO FLIGHT SERVICE WASH D C ✓
AF GR MC

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KH
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2

SUBJECT REPORT OF UNIDENTIFIED FLYING OBJECTS
THE FOLLOWING REPORT OF AN UNIDENTIFIED FLYING OBJECT IS SUBMITTED IN
COMPLIANCE WITH FLIGHT SERVICE REGULATION 213-4 AT 1952Z ON 1 AUGUST
1948 THE WFFSC RECEIVED THE FOLLOWING INFO FROM LOCKDOWN TOWER
OHIO PD AT 1952Z COLUMBUS TOWER COLUMBUS OHIO REPORTED TO LOCKDOWN
AFB COLUMBUS OHIO THE FOLLOWING INFO PD

- A. LOCATION - OVER COLUMBUS OHIO FOR 2 HOURS 1952Z TO 2132Z
- B. WEATHER 1952Z COLUMBUS WEATHER 5 THOUSAND SCATTERED CLOUDS 10
VISIBILITY PD
- C. NAMES - MR [REDACTED] S CAA CONTROLER, COLUMBUS TOWER

[REDACTED]
MR [REDACTED] CONTROLER [REDACTED] COLUMBUS OHIO
TELEPHONE [REDACTED] 5675
MR [REDACTED] CONTROLER [REDACTED] COLUMBUS OHIO
TELEPHONE [REDACTED]

- D. PHOTOGRAPHS NONE
- E. SKETCHES OF OBJECT NONE
- F. OBJECT SIGHTED

AUG 5

- (1) NONE
- (2) NO SHAPE
- (3) IMPOSSIBLE TO IDENTIFY SIZE
- (4) WHITE AND THEN YELLOWISH RED WHEN ON THE HORIZON
- (5) NO ESTIMATE IN MPH
- (6) NORTH WEST 325 DEGREE
- (7) ONLY OBSERVED ISTRAIGHT LINE
- (8) THIRTY THOUSAND FEET OR HIGHER
- (9) NONE
- (10) EXHAUST TRAIL BEFORE WHIT LIGHT
- G. GENERAL REMARKS
- (1) NONE

3/1952Z AUG 48

UNCLASSIFIED

WRIGHT-PATTERSON FLIGHT SERVICE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

CEG/DJS/deg

452

4 August 1949

SUBJECT: Report of Unidentified Flying Object

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base, Ohio
ATTN: MCIA9-3
5

The following report of an unidentified flying object is submitted in compliance with Flight Service Regulation 200-4. At 1955E, 1 August 1949, the Wright-Patterson Flight Service Center received the following information from Lockbourne Tower, Columbus, Ohio:

At 1955E, Columbus Tower, Columbus, Ohio, reported to Lockbourne AFB, Columbus, Ohio, the following information:

- "a. LOCATION: Over Columbus, Ohio for two (2) hours - 1900E to 2100E.
- b. WEATHER: 1930E Columbus Weather: 5,000 scattered clouds 12 miles visibility.
- c. NAME: Mr. [REDACTED], CAA Controller, % Columbus Tower, phone [REDACTED]. Mr. [REDACTED], CAA Controller, [REDACTED], phone [REDACTED]. Mr. [REDACTED], CAA Controller, [REDACTED], phone Garfield 6726.
- d. PHOTOGRAPHS: None.
- e. SKETCHES: None.
- f. OBJECT SIGHTED:
 - (1) NUMBER: One.
 - (2) SHAPE: No shape.

UNCLASSIFIED

DOWNGRADED AT 8 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS:
DOD DIR 8200.10
AUG

UNCLASSIFIED

452

Subject: Report of Unidentified Flying Object (4 Aug 49)

- (3) SIZE: Impossible to identify size.
- (4) COLOR: White and then yellowish red when on the horizon.
- (5) SPEED: No estimate in MPH.
- (6) HEADING: Northwest 320°.
- (7) MANEUVERABILITY: Only observed in straight line.
- (8) ALTITUDE: 50,000 feet or higher.
- (9) SOUND: None.
- (10) EXHAUST OR NOT: Exhaust trail before a white light.

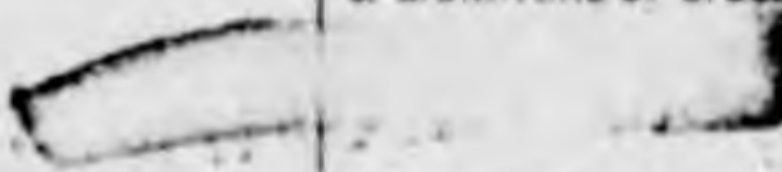
Copy Furnished:

- 1 - Chief of Staff,
USAF, ATTN: Dir
of Intelligence
- 1 - Commander MATS,
Chief Intelligence Divn
- 1 - Commanding Officer
Flight Service, ATTN: A-2

Charles E. Grogan
CHARLES E. GROGAN
Lt Colonel, USAF
Commanding

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

UNCLASSIFIED

| | |
|--|---|
| 1. NAME OF SUBJECT OR TITLE OF INCIDENT Sighting of Unconventional Aircraft | 2. DATE SUBMITTED 24 August 1949 3. CONTROL SYMBOL OR FILE NO. 61122-4 |
| 4. REPORT OF FINDINGS <p>On 15 August 1949, the following information concerning the sighting of unconventional aircraft was obtained from [redacted], 2d Lieutenant, 2d Reserve, [redacted], student of Ohio State University, [redacted], Columbus, Ohio:</p> <p>At approximately 1000 hours, 1 August 1949, while visiting the Traffic Control Tower, Port Columbus Airport, [redacted] observed a smoke trail directly above the airport, which appeared to be emitted from an unseen object flying at very high altitude, estimated as 30,000 to 40,000, in a westerly direction. The trail was described as commencing abruptly at maximum intensity and continuing at maximum intensity for approximately two-thirds its length and then fading away. According to [redacted], the trail was visible for about fifteen seconds and that the source of the smoke seemed to increase its velocity during this time. The phenomenon was described by informant as resembling a smoke trail issuing from a high speed plane, which may have been using a device similar to JATO (Jet Assisted Take Off) for an additional burst of speed. [redacted] did not believe the vapor or smoke trail to be a "contrail" because of its density and color. The trail was described as grayish-white, and according to informant did not dissipate as rapidly as contrails he has observed. [redacted] estimated that the object emitting the trail traveled through an angle of approximately fifteen degrees during the fifteen seconds it was visible. Soon after the smoke trail disappeared, a light was observed in the sky at about 30,000 to 40,000 feet, directly over the Curtiss- Wright plant at the southwest corner of the airfield. The light remained motionless for a short time and then appeared to travel toward the horizon in a northwesterly direction. [redacted] stated that the Port Columbus tower contacted the pilot of a Trans-World Airlines DC-3 en route to Dayton, Ohio and asked for his observations on the light. It is reported that the pilot gave his position as over the West Jefferson, Ohio radio range and that he saw a light move across his flight path from left to right at an altitude estimated at 40,000 to 50,000 feet. [redacted] estimated the course of the Dayton based plane as 305 degrees at the time the report was made. Informant left the Control Tower, Port Columbus Airport at 2015 hours 1 August 1949, and the light described was still visible at that time. (U-C)</p> <p><u>Agent's Note:</u> [redacted] stated that he has taken some flight training and considers aircraft as a hobby. He seemed to be describing what he had seen in a theoretical, straightforward manner, without attempting to exaggerate. A report of the incident as carried in the local press is attached to this report.</p> | |
| <p style="text-align: center;">DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200 10</p> <p style="text-align: center;">UNCLASSIFIED</p> | |
| 5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT [redacted] 1st SIB Detachment | 6. SIGNATURE OF SPECIAL AGENT  |

AGENT REPORT

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|---|---|
| 1. NAME OF SUBJECT OR TITLE OF INCIDENT Sighting of Unconventional Aircraft | 2. DATE SUBMITTED 24 August 1949 3. CONTROL SYMBOL OR FILE NO. AIAND-3 |
|---|---|

4. REPORT OF FINDINGS

On 2 August 1949, [redacted] Airport Traffic Control employee, 177 North James Road, Columbus, Ohio, was interviewed concerning the sighting of an unidentified object in the sky, and stated in substance:

At approximately 1915, 1 August 1949, I was on duty at the Traffic Control Tower, Port Columbus Airport, Columbus, Ohio, when I received information that a telephone call had been received from David [redacted], [redacted] [redacted], Columbus, Ohio, stating that he [redacted] had sighted an unidentified object in the sky, and asking if we at the tower could identify this object. I searched the sky and saw what appeared, at first, to be vapor trails at approximately thirty or forty thousand feet, eighty to eighty-five degrees off the horizon, traveling in a westerly direction. These vapor trails appeared to be approximately five degrees long, and were being dissipated as fast as they appeared. I called the Traffic Control Tower at Lockbourne Air Force Base, Hayes Road, Groveport, Ohio, to ascertain if they had a plane, either available or in the air, which could be used to track and identify the object. I was told by the tower man that a T-6, training aircraft, was in the air and they would instruct the pilot to contact our tower and await instructions from us. I do not know the name of this pilot; he identified himself by the number 011 when we were in contact with him. He stated that he was over Springfield, Ohio, at ten thousand feet, and could see a bright light in the West. He further stated he was holding a steady course on the light and it appeared to him to be a star. He did not state whether he could see vapor trails. Prior to the time the Port Columbus Tower had contacted the T-6 aircraft, I had observed that what at first I thought were vapor trails, appeared as straight lines and not curly. (See copy of drawing made by Markwith). These smoke lines disappeared and a light appeared due west from my location in the tower. This light was very bright and slowly fell toward the horizon in a northwesterly direction. The light disappeared on the horizon at approximately 2100 hours, and as it disappeared the light turned yellow and then red. (D-C)

COPY OF DRAWING MADE BY MARKWITH

Smoke or Vapor as seen by [redacted]

1000 hrs - Light after trails disappeared

Horizon

2100 hrs

UNCLASSIFIED

1818

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

| | |
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| 5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT 100th SIG Detachment | 6. SIGNATURE OF SPECIAL AGENT <i>(signed) James A. McLuskey</i> |
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AGENT REPORT

UNCLASSIFIED

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| 1. NAME OF SUBJECT OR TITLE OF INCIDENT Sighting of Unconventional Aircraft | 2. DATE SUBMITTED 24 August 1949 3. CONTROL SYMBOL OR FILE NO. A1433- |
|--|--|

4. REPORT OF FINDINGS

On 2 August 1949, the following article concerning the sighting of unconventional aircraft was published in the Ohio State "Journal," Columbus, Ohio:

"Venus, Jupiter Back of it all
 "Planetary Franks Sink 'Ships'

"A disturbed city, seeing 'space ships' and other mysterious objects in the sky, in all probability is mistaking the two brightest planets in the solar system for wondrous craft. This was the considered opinion of authorities at McMillin Observatory on the campus of Ohio State University last night. Still the U.S. Air Force was sufficiently curious and inquisitive to send observers aloft.

"Telephone switchboards at The Ohio State "Journal" and Police Headquarters, as well as the weather station at Fort Columbus, jangled with inquiries about the strange spectacles.

"Marko Kalicharis, doing graduate work in astronomy at the OSU observatory, didn't attempt to solve the anxiety of the populace—he just mentioned that Venus was quite bright last night and also that Jupiter moves across the southern skies, from south to southwest, where it sets.

"Venus was the best bet for those who saw a 'ship' in the west just before dark, noticed a 'smoke trail,' then a 'bright light--like a star.' Venus is visible before dark, shines brightly, then sets about 8:20 p.m.

"Air Force observation planes took off from Lockbourne and Patterson Field to investigate the 'space ship,' but pilots reported 'it looks like a star.'

"One South Side woman said she observed the strange light, and watched it for more than half an hour as it descended slowly until it was obscured by the housetops. Kalicharis said a cloud could have looked like smoke near Venus and when it disappeared, Venus' light would shine 'like a headlight.'

"The western object was seen by men in the Fort Columbus control tower, who notified Lockbourne. Their description sounded as though the object was Venus. Starting last week, and figured to reach maximum proportions by August 10 or 11, will be meteor showers in the constellation Perseus in the northeast sky, Kalicharis volunteered. These 'shooting stars,' he said, at their maximum would be seen at the rate of more than one a minute."

DOWNGRADED AT 3 YEAR INTERVAL
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

| | |
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| 5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT 1 1st Lt. [Name] [Organization] | 6. SIGNATURE OF SPECIAL AGENT [Signature] [Name] R. Taylor, Jr. |
|--|--|

UNCLASSIFIED

B-2774

UNCLASSIFIED

AIADB-2 1917

25 August 1949

SUBJECT: Sighting of Unconventional Aircraft

FROM: Asst Chief of Staff, G-2
Headquarters, Second Army
Fort George G. Meade, Maryland

TO: Director of Intelligence
General Staff
Department of the Army
Washington 25, D. C.

1. Attached Agent Reports, subject: Sighting of Unconventional Aircraft, are forwarded in compliance with paragraph 2, letter your headquarters, file CGCID, dated 25 March 1948, bearing control number A-1917.

2. Office of Special Investigations, Fifth District, Columbus Sub-Office is cognizant of information contained in these reports, and copy of reports has been furnished to that office.

3. A copy of inclosed reports has also been furnished the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

- 3 Incl: (trip1)
- 1. AR - Newspaper Article
- 2. AR - Int with ██████████
Markwith
- 3. AR - Int with ██████████

MELVIN L. HUTCHISON
Captain, FA
District Intelligence Officer

CC: AMC, Wright-Patterson Air Force Base ✓
OSI, 5th District, Columbus Sub-Office

UNCLASSIFIED

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

30030

Believed to have 1 net .nets
only trail noticed

UNCLASSIFIED

INCIDENT NO. 418

1. Date of Observation 1 August 1949 Date of Interview 15 August 1949
2. Exact Time (local) 1900 - E
3. Place of Observation Columbus, Ohio (Past Columbus Airport)
4. Position of observer Control Tower
5. What attracted attention to object Smoke trail
6. Number of objects
7. Apparent size
8. Color of object
9. Shape Trail similar to JATO take off
10. Altitude 30,000-40,000
11. Direction from observer Westernly
12. Distance from observer
13. Direction of flight of object(s) N.W.
14. Time in sight 15 Seconds
15. Speed 15° in 15 Seconds
16. Sound and odor
17. Trail Smoke, greyish white
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional information concerning object
24. Weather Conditions 5,000 Scattered clouds, 12 miles visibility

(over)

UNCLASSIFIED

1-3712-23

UNCLASSIFIED

Page 2

Incident _____

418

Name and address of observer:

2nd Lt [REDACTED],
Columbus, Ohio

Occupation and hobbies:

2nd Lt [REDACTED], Ohio State University Student

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

Agent's Note: [REDACTED] stated that he has taken some flight training and considers aircraft as a hobby. He seemed to be describing what he had seen in a thoughtful, straightforward manner, without attempting to exaggerate. A report of the incident as carried in the local press is attached to this report.

On 15 August 1949, the following information concerning the sighting of ~~UNCLASSIFIED~~ aircraft was obtained from [REDACTED] Campbell, 2d Lieutenant, TC Reserve, [REDACTED], student of Ohio State University, [REDACTED], Columbus, Ohio:

At approximately 1900 hours, 1 August 1949, while visiting the Traffic Control Tower, Port Columbus Airport, Campbell observed a smoke trail directly above the airport, which appeared to be emitted from an unseen object flying at very high altitude, estimated as 30,000 to 40,000, in a westerly direction. The trail was described as commencing abruptly at maximum intensity and continuing at maximum intensity for approximately two-thirds its length and then fading away. According to Campbell, the trail was visible for about fifteen seconds and that the source of the smoke seemed to increase its velocity during this time. The phenomena was described by informant as resembling a smoke trail issuing from a high speed plane, which may have been using a device similar to JATO (Jet Assisted Take Off) for an additional burst of speed. [REDACTED] did not believe the vapor or smoke trail to be a "contrail" because of its density and color. The trail was described as greyish-white, and according to informant did not dissipate as rapidly as contrails he has observed. [REDACTED] estimated that the object emitting the trail traveled through an angle of approximately fifteen degrees during the fifteen seconds it was visible. Soon after the smoke trail disappeared, a light was observed in the sky at about 30,000 to 40,000 feet, directly over the Curtiss-Wright plant at the southwest corner of the airfield. The light remained motionless for a short time and then appeared to travel toward the horizon in a northwesternly direction. [REDACTED] stated that the Port Columbus tower contacted the pilot of a Trans-World Airlines DC-3 enroute to Dayton, Ohio and asked for his observations on the light. It is reported that the pilot gave his position as over the West Jefferson, Ohio radio range and that he saw a light move across his flight path from left to right at an altitude estimated at 40,000 to 50,000 feet. [REDACTED] estimated the course of the Dayton bound plane as 265 degrees at the time the report was made. Informant left the Control Tower, Port Columbus Airport at 2015 hours 1 August 1949, and the light described was still visible at that time. (C-6)

Agent's Note: [REDACTED] stated that he has taken some flight training and considers aircraft as a hobby. He seemed to be describing what he had seen in a thoughtful, straightforward manner, without attempting to exaggerate. A report of the incident as carried in the local press is attached to this report.

UNCLASSIFIED

Believed to have been planets
only trail noticed

UNCLASSIFIED

INCIDENT NO. 418A

1. Date of Observation _____ Date of Interview 2 August 1949
2. Exact Time (local) 1845
3. Place of Observation Columbus, Ohio (Past Columbus Airport)
4. Position of observer Control Tower
5. What attracted attention to object Telephone call from [REDACTED]
6. Number of objects 1
7. Apparent size
8. Color of object
9. Shape
10. Altitude 30,000-40,000 (80-85° Elevation)
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) Westernly
14. Time in sight
15. Speed
16. Sound and odor
17. Trail First appeared as vapor trail 5° long
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional information concerning object
24. Weather Conditions

(over)

UNCLASSIFIED

UNCLASSIFIED

418A

Page 2

Incident

Name and address of observer:

~~Robert [redacted]~~
Columbus, Ohio

Occupation and hobbies:

Airport Traffic Employee

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

On 2 August 1949, ~~[redacted]~~, Airport Traffic Control employee, ~~[redacted]~~ Columbus, Ohio, was interviewed concerning the sighting of an unidentified object in the sky, and stated in substance:

NARRATIVE SUMMARY: Approximately 1845, 1 August 1949, I was on duty at the traffic Control Tower, Port Columbus Airport, Columbus, Ohio, when I received information that a telephone call had been received from ~~[redacted]~~ ~~[redacted]~~, Columbus, Ohio, stating that he (~~[redacted]~~) had sighted an unidentified object in the sky, and asking if we at the tower could identify this object. I searched the sky and saw what appeared, at first, to be vapor trails at approximately thirty or forty thousand feet, eighty to eighty-five degrees off the horizon, traveling in a westernly direction. These vapor trails appeared to be approximately five degrees long, and were being dissipated as fast as they appeared. I called the Traffic Control Tower at Lockbourne Air Force Base, Hayes Road, Groveport, Ohio, to ascertain if they had a plane, either available or in the air, which could be used to track and identify the object. I was told by the tower man that a T-6, training aircraft, was in the air and they would instruct the pilot to contact our tower and await instructions from us. I do not know the name of this pilot; he identified himself by the number 811 when we were in contact with him. He stated that he was over Springfield, Ohio, at ten thousand feet, and could see a bright light in the west. He further stated he was holding a steady course on the light and it appeared to him to be a star. He did not state whether he could see vapor trails. Prior to the time the Port Columbus Tower had contacted the T-6 aircraft, I had observed that what at first I thought were vapor trails, appeared as straight lines and not curly. (See copy of drawing made by Markwith). These smoke lines disappeared and a light appeared due west from my location in the tower. This light was very bright and slowly fell toward the horizon in a northwesternly direction. The light disappeared on the horizon at approximately 2100 hours, and as it disappeared the light turned yellow and then red. (B-6)

UNCLASSIFIED