

~~CONFIDENTIAL~~  
PROJECT 10073 RECORD CARD

ATIC NO. _____	DATE OF INFO <u>12 Aug 50</u>
AF NO. _____	LOCATION <u>Bogalusa, La</u>
REPORT NO. _____	SOURCE <u>Civilian</u>
DATE OF REPORT _____	DATE IN TO ATIC _____
TIME OF OBSERVING <u>1840</u>	COLOR <u>Fiery rod</u>
SHAPE <u>Orange</u>	SPEED <u>350 mph</u>
SIZE <u>1 1/4" long 8" wide</u>	ALTITUDE <u>1800'-2500'</u>
COURSE <u>W</u>	LENGTH OF TRAIL OBSERVED _____
NO. IN GROUP <u>1</u>	TYPE OF OBSERVATION <u>Ground</u>
SOUND <u>"Light peal of thunder"</u>	MANEUVERS <u>Object seemed to travel tilted at 45° angle</u>
PHOTOS _____	SKETCHES _____

Temporary ATIC Form 329  
(1 Jan 52)

~~CONFIDENTIAL~~

ASTRO (METEOR)

Q Q Q X

~~CONFIDENTIAL~~ *9.11*  
AF237539  
Q Q Q X

~~CONFIDENTIAL~~  
UNCLASSIFIED

Headquarters, Fighter Command,  
Royal Air Force,  
Bentley Priory,  
STANMORE, MIDDLESEX

22nd August 1950

UNIDENTIFIED AIRCRAFT

4843

Sir,

I have the honour to forward the following report of an unidentified aircraft.

2. On 14th August a pair of Meteors were scrambled from Horsham St. Faith by Neatishead on plotting aircraft at approximately 40000 feet at 1400 hours. Meteor pilots when at about 25-30000 feet sighted aircraft at great distance and above making two distinct trails on heading of 280 degrees off Cromer. Meteors changed vectors and aircraft did same through North to East. When Meteors reached 38800 feet aircraft trails vanished. Meteors were too far away at all times to given any description of aircraft or to judge height but separate trails suggested to pilots widely spaced engines. Following authorities have been contacted and deny having aircraft in vicinity:- Headquarters Bomber Command, Headquarters No.11 Group, Headquarters No.21 Group, 3rd Air Division U.S.A.F., Central Fighter Establishment, R.A.F. Driffield, R.A.F. Boscombe Down, R.A.F. Farnborough, Cranfield, Warton and Hatfield.

3. A detailed investigation has been carried out but these aircraft have not been identified. It was considered originally these aircraft might be U.S.A.F. F.84's from Manston who were in the area at the time, but the pilots of the U.S.A.F. aircraft state they saw the two Meteors at 36500 feet, but at the same time and above saw two further contrails.

4. No further investigation is being carried out, as all authorities who might have had aircraft in this area have already been contacted.

I have the honour to be  
Sir,  
Your obedient Servant

(P.W. DOWLING, Sqdn. Ldr)  
For Air Marshal  
Air Officer Commanding-in-Chief  
FIGHTER COMMAND ROYAL AIR FORCE

The Under Secretary of State  
Air Ministry A.C.A.S.(I)  
17 Monk Street  
London, S.W.1.

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CONFIDENTIAL

Q Q Q X

*Jub* AF237539

Q Q Q X

UNCLASSIFIED

D.D.I.(Tech)/7824A/50.

Air Ministry, D.D.I.(Tech).  
7th Floor,  
Metropole Buildings,  
Northumberland Avenue,  
London, W.C.2.

5th September 1950.

Sir,

UNIDENTIFIED AIRCRAFT

I have the honour to refer to your letter on the above subject dated 22nd August 1950 ref. FC/S.42917/Int. and to state that we would like further information on the following points:

- a. For what length of time had the aircraft's track been observed prior to the scrambling of the meteors at 1400 and from what direction had it appeared.
  - b. What was the speed prior to the scrambling and was there any subsequent alteration. What was the wind speed and direction at 40,000 feet.
  - c. What was the hostile's outgoing track and for how long was it observed.
  - d. Has any check been made with the Dutch C. & R. organisation for that date or Allied squadrons operating jets.
2. This report is considered most interesting as if it can be positively established that no home based aircraft was flying at the time, area and height, then consideration must be given to the possible use of an aircraft like the Type 27 in a P.R. role.

I have the honour to be,  
Sir,  
Your obedient Servant,

H. Basset Collins  
Group Captain, D.D.I.(Tech)

Headquarters, Fighter Command  
Royal Air Force,  
Bentley Priory,  
Stammore,  
Middlesex

UNCLASSIFIED

Attention Chief Intelligence Officer

Headquarters, Fighter Command,  
Royal Air Force,  
Bentley Priory,  
STANMORE, Middlesex

UNCLASSIFIED

7th September 1950.

Ref: FC/S.42917/INT

UNIDENTIFIED AIRCRAFT

Sir,

I have the honour to refer to your letter DDI(Tech) 7824A/50 dated 5th September 1950 and to submit the following replies to para 1:-

- a. Plot appeared 055 degrees true Neatishead 90 miles range - two minutes before Meteors ordered to scramble.
- b. 325 knot - no variations. —  
Wind speed and direction at 40,000 feet. - 35-40 knots, direction 310.
- c. See Appendix "A".
- d. No check has been made by this Headquarters and it is suggested that approach might more appropriately be made at Air Ministry level through Air Attaches.

2. The Appendix A is a copy of Eastern Sector's signal A.3. dated 14th August which gives a chronological report of the incident under discussion.

3. The speed given in para 1(b) was computed from the tracings at Neatishead and conflicts with a previous figure of 280 knots (computed at A.T.C.C. WATNALL) given in telecon fig. Cdr. [REDACTED] and the undersigned last week.

I have the honour to be  
Sir,  
Your obedient Servant

F.W. DOWLING, Sqdn. Ldr.  
for Air Marshal  
Air Officer Commanding in Chief  
FIGHTER COMMAND ROYAL AIR FORCE

Air Ministry, D.D.I(Tech)  
7th Floor,  
Metropole Buildings,  
Northumberland Avenue,  
LONDON, W.C.2.

UNCLASSIFIED

SECRET  
Q Q R X

Q Q R X

AF237539

From: Eastern Sector Headquarters

Appendix A to  
Ref. FC/S.42917/Int.  
dated: - 7th September 1950

To: Headquarters No.12 Group

Date: 7th September 1950.

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Ref. FC.S.42917/INT

BSF11/14 Operation Immediate 142359A

A3 August 14th Ref your A389 August 14th: At 1322 hours C.H. plot appeared 055 degrees true Neatishead 90 miles range. Height give 15000 feet ident allotted 85N. 257 Squadron Red Section leader Fl/Lt. [REDACTED] ordered to scramble 1324 Red Section Airborne 1327. At 1328 hours raid picked up by Type 13 which gave height of 40000 feet. Amended height passed to Red Section which had levelled out at 15000 ft. At 1335 hours Red Section in position 10 miles N of Cromer still climbing sighted trails on starboard beam and high above Red Section steering a parallel course. To obtain height, Red Section get slightly ahead of trails in sight, at G.C.I. range 5 miles. At 1342 1/2 hours Red Section saw trails turn to starboard. This confirmed by G.C.I. controller. Red Section also turned starboard. From 1341 hours unidentified aircraft and Red Section were plotted jointly in a position 7 miles due north - Hunstanton, and continued as joint plot on W.N.Westerly and finally northerly course. At 1345 hours joint plot was then in a position 5 miles South of Wablethorpe. Plot faded again and reappeared at 1349 hours 10-15 miles East of Grimsby. This was assumed to be a combined plot until such time as Red Section were ordered to turn starboard and south, when no separate response was seen. Controller of opinion that last plot of unidentified aircraft was at 1345 hours. At approximately 1345 hours Red Section were at 38000 feet with trails still above and at 7 o'clock. Pilot estimated range to be 30 miles - trails turning starboard behind section. Trailing then ceased. Section continued climb up to 39500 feet and turned 360° starboard. No aircraft were seen. Trails when last seen were course 360°. Red Section did not trail at any height up to 30500 feet. Fl/Lt. [REDACTED] is an experienced leader and controlling throughout was by O.C. Neatishead. Constant watch was kept but no track was seen to go seawards which could in any way be connected with the original plots.

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SIGHTING AT  
GREAT FALLS, MONTANA  
15 AUG 1950  
IS IN A SEPARATE FOLDER  
IMMEDIATELY FOLLOWING  
THIS FOLDER

UNCLASSIFIED

WE SAW "FLYING SAUCER", AND HEARD IT'S MOTOR.

12  
We were vacationing at the home of my wife's sister, Mrs. [redacted], near Bogalusa, Louisiana. At 6:40P. M., August 12, 1950 (a Saturday), while strolling down what might be described as a "country lane", we saw - and heard - a "flying saucer." We were walking due north. On our right, to the east, were many tall, stately, pine trees. On our left, to the west, were more pine trees, but not so many, and not so tall.

My sister-in-law saw the object first. She looked directly overhead and exclaimed: "Oh, look, there goes a flying saucer." I did not spot the object as quickly as she did, but I was more concerned with what I heard than with what I, finally, saw. The thing definitely had a motor. The sound was like that of a light peal of thunder - in fact, that's what I thought it was, just before my sister-in-law spoke. The sound of the motor was not at all like the conventional type "put-put" gasoline motor, nor did it have the "swoosh" sound of the jet-plane. I was further puzzled about the sound of thunder, because there were no clouds. I looked at my watch, immediately, and it was 6:40P. M. The object was moving due west, to our left. The object was flying rather low - about 1,800 to 2,500 feet high, but was traveling fast, at least 350 miles per hour. Within a matter of seconds it disappeared altogether. My wife was of the opinion that it was slightly falling, but we finally agreed that it was probably only following the curvature of the earth.

Disregarding any allowance for height, etc., the "saucer" appeared to be about 14 inches long, and about 8 inches wide. The difficult thing to realize was that it stood in the sky at a 45 degree angle, the top to the north, and the bottom to the south, but was traveling west. The object appeared to be rounded, and not square, at each end. The outer edges were of a pronounced aluminum color. Right in the center was a round object, about the size and shape of a good sized orange, of a fiery red color, or the color of old gold.

In view of the noise the thing made, it would appear that we should have heard it before it got directly overhead. We finally decided that this was because we were talking, and because of the many tall trees on our right.

Soon after we returned to the house, a native insisted that: "It's not an uncommon sight to see those things, apparently flying up out of the swamps around here, and disappearing off toward nearby Mississippi. However, we could find no further verification of this statement, and my sister-in-law confirmed that this was the first one they had seen."

*File Frudge*

3712-51

I probably would have dismissed the whole affair at another experience", except for the fact that, shortly after returning to the house - following our stroll - I was handed the August, 1950, copy of "OPEN ROAD", described as "The Young People's Magazine." In this issue was a story by [redacted], the title of which was "The Great Flying Saucer Mystery." The sub-headings were: "Are they Mystery Rockets?" "Wild Imaginings of Crackpots?", and "Or Space Ships from other Planets?" I was not sure about the first and third ~~xxx~~ sub-headings, but I was dead sure about the second one - we were not 'crackpots', and we certainly had not been imagining anything of that nature. We were leisurely strolling, and admiring the beauties of nature. Besides myself, my wife, and my sister-in-law, our 14-year old son and 9-year old ~~sons~~ also saw the "saucer" in question.

The story by [redacted] was illustrated with several pictures, three of actual "saucers" that had been seen in various parts of the country, together with one of Mrs. Ruth Waterbury, with a "disc", found on the lawn of her home in the town of Arlington Heights, Illinois. One of the pictures was a photograph by [redacted] man, showing a "Saucer" in flight over Seattle, Washington. Our "saucer", I thought, looked more like this one. However, the descriptive matter did not indicate whether or not the Seattle "Saucer" had a motor. On the other hand, the story indicated that five men, at the Muroc, California, Air Base, saw two bright objects at 8,000 feet, at 9:30A. M., "WHICH GAVE OFF NO SMOKE OR EXHAUST TRAIL, AND MADE NO NOISE." In another case it was said that a huge cigar-shaped object, about 100-feet long, was seen near Montgomery, Alabama, on the night of July 24, 1948, with "a reddish exhaust, and a blue flame playing along the side of the fuselage." "A Chicago man," according to the story, "said they (saucers) were visions, brought on by poor eating habits. Eat plenty of dandelion blooms", he advised, "and the saucers will disappear."

Well, for my part, I am sure of at least two things: (1) We did see the "flying saucer" as described, and (2) we do not intend to eat plenty of dandelion blooms. The story was concluded with this request, which is being complied with:

"If you should happen to see a 'saucer' - and you are sure it isn't a bird, balloon, or B-29 - write to the Technical Intelligence Division, Wright-Patterson Air Force Base, Dayton, Ohio, and tell them all about it."

Lake Charles, Louisiana, September 10, 1950. [redacted]

1325 Bank Street.



HEADQUARTERS  
NEWFOUNDLAND BASE COMMAND  
PEPPERRELL AIR FORCE BASE  
APO 862, c/o POSTMASTER, N.Y., N.Y.

UNCLASSIFIED

IG/OSI/WVM/bm

AUG 21 1950

IN REPLY  
REFER TO 333.5

SUBJECT: Transmittal Report of Investigation  
WF33/OSI 24-185, 12 August 1950.

TO : Commanding General  
Air Materiel Command  
Wright Patterson AFB  
Dayton, Ohio  
Attn: MCIAXO-3

Transmitted herewith is OSI report of investigation  
24-185 for your information and disposition.

FOR THE COMMANDING GENERAL:

*W. W. Bowden*

1 Incl  
OSI Report 24-185  
(2 copies)

W. W. BOWDEN  
Captain, USAF  
Asst Adj Gen

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

509.6  
a/c

*File Grudge*

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505-86437A

7-3712-31

~~TOP SECRET~~  
UNCLASSIFIED

OFFICE OF SPECIAL INVESTIGATION

222591-6  
21 August 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft sighted by Mrs. James ALLEN,  
12 August 1950, Flat Rock, Newfoundland.

TO : Commander  
Military Air Transport Service  
Washington 25, D. C.  
ATTN: Office of Special Investigations

1. Synopsis:

Mrs. [redacted] Newfoundland stated that at 2215 hours, approximately, 12 August 1950 she sighted some manner of unconventional aircraft flying in a southerly direction over the vicinity of Red Rock (a point near Flat Rock).

2. Details:

Mrs. [redacted] Flat Rock, Newfoundland offers the following statement: On 12 August 1950, between 2215 and 2220 hours, I was out behind my house. I heard a fairly loud hiss, and I looked out toward Red Head (North, north-east) and I saw an object flying toward Torbay Airport (Southerly direction). It appeared to be about 110 feet up (estimated by ground distance). It was about 4½ feet long and about a foot in diameter. There was a reddish glow along the front and the rest was darkish except for a red flame behind it about as long as itself. It made no reflection on the clouds. Sky was clear and bright. It moved on toward Torbay Airport and out of sight. It was going very fast. I could not say the speed.

Torbay Traffic section was checked and it was discovered that only one C-54 aircraft was in the air during the evening of 12 August 1950 at 2115 hours and again at approximately 2140 hours. No jet aircraft have been recorded in the vicinity during the month of August, to date.

Weather Station, Torbay, Newfoundland was checked for the weather on 12 August 1950 with the following results: At 2000 hours, visibility 12 miles, scattered clouds at 10,000 feet, temperature 62°; at 2200 hours sky clear, winds 12 mph, little change during the balance of the night except for a mild change in temperature. Dew point remained at approximately 57.

UNCLASSIFIED

*Carl M. Swenson*  
CARL M. SWENSON  
Lt. Colonel, USAF  
Air Inspector

AF222591

# CSI-1843-6655

5

~~SECRET~~

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

UNCLASSIFIED

FILE NO  
AFCSI 24-185

DATE  
21 August 1950

REPORT MADE BY  
S/A Ralph O. Robillard

REPORT MADE AT  
Pepperrell AFB, Newfoundland

PERIOD  
16 - 21 August 1950

OFFICE OF ORIGIN  
APO 862, c/o PM, New York, New York

STATUS  
R.U.C.

TITLE  
  
Unconventional Aircraft  
Sighted by Mrs. James ALLEN  
Flat Rock, Nfld. at approxi-  
mately 2200 hours 12 Aug '50.

CHARACTER  
Special Inquiry--Unconventional Aircraft

REFERENCE  
AFCSI Letter 106.

SYNOPSIS  
  
Mrs. [redacted], Flat Rock, Newfoundland stated that at 2215 hours, ap-  
proximately, 12 August 1950 she sighted some manner of unconventional aircraft  
(see attached drawing) flying in a southerly direction over the vicinity of  
Red Rock (a point near Flat Rock).

DETAILS:

Mrs. [redacted], Flat Rock, Newfoundland offers the following statement:  
On 12 August '50, between 2215 and 2220 hours, I was out behind my house. I  
heard a fairly loud hiss, and I looked out toward Red Head (North, north east)  
and I saw an object flying toward Torbay Airport (Southerly direction). It  
appeared to be about 110 feet up (estimated by ground distance). It was about  
4 1/2 feet long and about a foot in diameter. There was a reddish glow along the  
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as itself. It made no reflection on the clouds. Sky was clear and bright.  
It moved on toward Torbay Airport and out of sight. It was going very fast,  
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Torbay Traffic was checked and it was discovered that only one C-54 air-  
craft was in the air during the evening of 12 August 1950 at 2115 hours and  
again at approximately 2140 hours. No jet aircraft have been recorded in the  
vicinity during the month of August, to date.

DISTRIBUTION  
  
CG AMC = 2  
HQ MATS = 2  
OSI = 2  
CO PEPPERRELL = 2  
File = 2

ACTION COPY FORWARDED TO  
  
Commanding General  
Air Materiel Command  
Wright Patterson AFB  
Dayton, Ohio  
ATTN: MCIAXO-3

FILE STAMP

APPROVED  
*Carl M. Swenson*  
CARL M. SWENSON  
Lt. Colonel, USAF  
Air Inspector

District Commander.

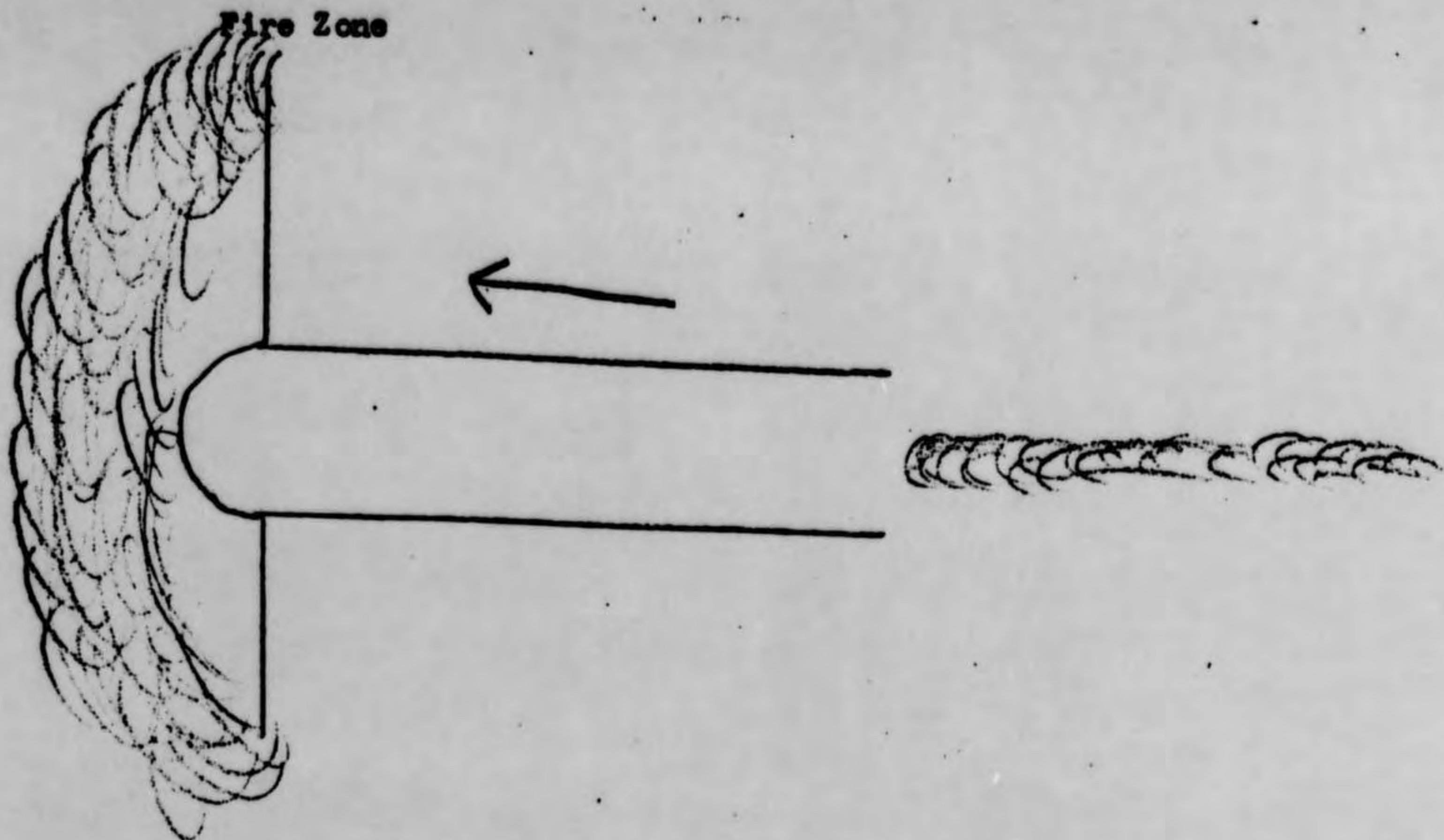
Incl #1

UNCLASSIFIED

~~SECRET~~  
**UNCLASSIFIED**

Weather Station, Torbay, Newfoundland was checked for the weather on 12 August 1950 with the following results: At 2000 hours visibility 12 miles, scattered clouds at 10,000 feet, temperature 62°; at 2200 hours sky clear, winds 12 mph, little change during the balance of the night except for a mild change in temperature. Dew point remained at approximately 57.

**STATUS:** Referred upon completion to office of origin.



50M-30431

~~SECRET~~  
**UNCLASSIFIED**

50M-30431

14 Aug  
DI

HEADQUARTERS  
THIRD AIR DIVISION  
Office of the Deputy Chief of Staff, Intelligence

1237539

13

UNCLASSIFIED

APO 125, c/o Postmaster  
New York, New York  
12 OCT 1950

SUBJECT: Unidentified Aircraft Over U.K.

TO: Director of Intelligence  
Headquarters, United States Air Force  
Washington, 25, D. C.

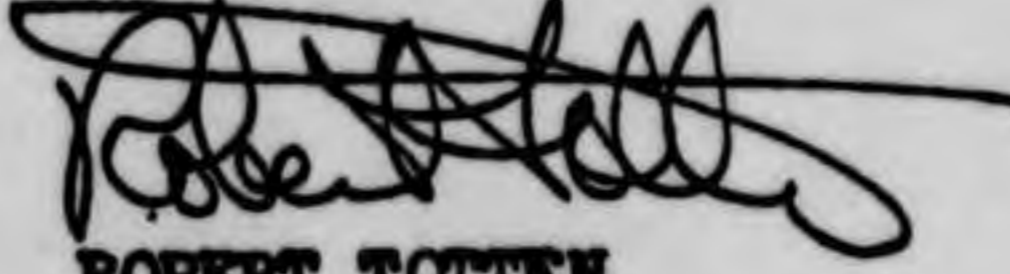
31  
2i (4 mi) 4043

OCT 30 1950

1. Following is a summary covering the recent penetration of British air space by an aircraft not known to belong to a friendly country:

SUMMARY: An unidentified aircraft was plotted by RAF Fighter Command Control at 40,000 feet off Cromer, England (52°56'N - 01°19'E) at 1400Z, 14 August 1950. When two (2) Meteor jet fighters from RAF Horsham St Faith (52°40'N - 01°17'E) were scrambled to 25,000/30,000 feet, their pilots sighted two distinct vapor tails on a heading of 280 degrees. These disappeared by the time the Meteors had reached 38,800 feet. The appearance of separate trails suggested widely spaced engines to the Meteor pilots. Investigation has not resulted in identification of this aircraft. No further action is being taken.

2. Attached are copies of correspondence dealing with above subject.

  
ROBERT TOTTON  
Colonel USAF  
DCS/Intelligence

4 Incls  
a/s

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

UNCLASSIFIED



#A 698 (E-1000)

17 Aug

7-3712-31

~~SECRET~~  
AF237539

HEADQUARTERS  
THIRD AIR DIVISION  
Office of the Deputy Chief of Staff, Intelligence

DI

UNCLASSIFIED

APO 125, c/o Postmaster  
New York, New York

12 OCT 1950

SUBJECT: Unidentified Aircraft Over U.K.

TO: Director of Intelligence  
Headquarters, United States Air Force  
Washington, 25, D. C.

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4 Incls  
a/s

ROBERT TOTEN  
Colonel USAF  
DCS/Intelligence

UNCLASSIFIED

~~SECRET~~