



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

42

UNCLASSIFIED

17 JAN 1951

24-185

SUBJECT: (Confidential) Unconventional Aircraft
SPECIAL INQUIRY

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

AXA

Transmitted herewith as a matter of interest to your command is
spot report, dated 26 December 1950, relative to subject.

BY COMMAND OF THE CHIEF OF STAFF:

Roy B. Lange
ROY A. LANGE
Major, U. S. Air Force
Asst Exec, Dir of Special Investigations
The Inspector General

1 Incl:
Spot Rpt dtd 26 Dec 50
re subj

~~Director of Special Investigations, or his representative, of such
Director~~

File Grudge

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sell them. I really grew the idea. I
glanced at the opinion and history
it was with that month's con-
sideration. You really mean it?
You really are a flying saucer?
Where? I took a big swallow and
guzzled down most of my supper.

Between Bedford, Illinois and
Burlington Iowa, he answered.

Well, yes. I really don't
readily admit it. I never have put
much stock in such tales. I'm
about the average of the world. I
suppose I'll readily take to an
eye-witness to believe there is such
a thing as a flying saucer.

Of course, I can't be really
sure. I saw one. He explained
nothing to me as he walked on the
right side which was a foot on
the left. I followed this flying saucer
across the sky. I was interested
in it. I guess I would like to believe
in them. And the best my eye
could get was that it passed directly
over my head. I was a little
bit mad to be sure. I didn't know
nothing.

Do you really believe it? But
what has been published? I
understand it's coming to keep the
hunting out of my ear.

I told it to the way. It was
around. I told a group of people that
I had seen one. I was undoubtedly
of the opinion of some arguments of
the investigation. In fact, the

been a very many days of their
mission to support the theory that
there are definitely objects coming
around the earth which are out-
side the realm of man. It you
and I know them. Who can say
just what they are? But dependable
witnesses have seen objects, or be-
lieve they have, that defy present ex-
planation.

By now I had completely for-
gotten my magazine. I finally was
realizing that I was really putting
my legs. You are serious. It is
knowledge. For the sake of
what did the whatever I was
told the.

It passed thoughtfully and
glanced around the mostly. I was
by going. I was of two. I was
sure. Two witnesses. I really open-
ed and myself. It was about
that. A man I thought. I didn't
know. I was a simple looking
type. You know how you usually
are. One of your lights on when
you open a plane. I was looking
at you and you were sure. The other
pilot was you. It slipped out. I was
light on a light. But inside was of
the matter. I was looking at the
light. I was sure. I was looking
at.

What name? I thought it
was. I was looking at it. I was
looking at it.

A man I thought it was. I was
looking at it.

ADVERTISING

picked up the computer to read out the estimated ground speed to his flight plan.

What do you mean, a bird? I was puzzled.

It didn't get the job done. The crew advised further. Did you see any other birds? (I) I didn't see any birds. He said that. He said the paper work is a couple of minutes and that's all. He says.

We discussed repeatedly among ourselves. It was like dropping a bomb just as the machine is about to be started.

We turned back to the chart and up the page and began to write as that the same flight number for the day being today was coming in on December 17 and reported. The age of the plane is some twenty or thirty years. As they flew over Bradford, which is a little west point, he pointed down to the subject as that the automatic direction meter is Bradford and calls the crew another name a Bradford is a few miles from the coast. It is the upper meter. It will reach a point. It will reach a point. It will reach a point. It will reach a point.

We looked up the name of Bradford. It is that something we had heard of in the middle of the Atlantic. It was that.

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[Faded testimonial text]

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[Faded testimonial text]

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AIR RACE

noticed the moon light appar-
ently headed toward me which as
I remarked before I thought was
another plane I could see nothing
but the light a hard blue white
But instead of rushing on past I
kept its distance. This surprise-
ingly it started dissolving from
brilliant diamond to phosphor-
ous green to blue and the sun
had just set and the western sky
was a spectacular splash of orange
pink and soft red. The jet was
against blue and twilight was the
only the overhead and eastern
sky. The spots of the luminous ball
ground the word ball of light
stood out with awesome prom-
inence. It was suspended in space
just above the horizon. As I caught
glimpses I would venture I was
familiar with jets. Of course
that was no ideal as it might
have been much closer in some
other better way.

The jet started to descend as I
lost the thoughts then returned.
However it would still have the
impression of a jet since atmospheric
resistance would be small for the other jet
planes. Although the flight the
jet and go with still the speed
the other suddenly the jet's green
suddenly it began to dissolve. It
was the faintest of glimmers. It
was not necessarily the jet's position
with the moon. It had to be

ball.
It broke in. You mean you
usually could see the thing
move.

And then some" he gestured
aggressively. It began to unaccount-
ably start back and forth from
north to south through anywhere
from 10 to 30 degrees on a level
plane. There was no discernible reg-
ular symmetry to the motion. The
object would mostly just take off a
though I were fastened to the end
of a string and someone were jerk-
ing it. The speed was variable an
acceleration no normal amount
could withstand. In fact. But then
it would hover for a while, oscillate
the slowly then speed up like a
rocket still in a north-south orbit.
I watched it from Bedford to
east Burlington. We were making
good ground speed of 100 we
had a 25 mph headwind so it
took about 25 minutes to cover
that distance. During the last five
or six minutes the object shimmered
in a purple and was barely visible
in a direction above the horizon.

You haven't heard the story
as yet but he warned the jet
grounded within. A small jet
saw the horizon particularly in the
vicinity of the object would ap-
pear to vibrate. It is difficult to
describe things as a good word
as any it was as though the jet

... were being ... the ... this phenomenon ...

It would be ... of ... a ...

It might be ... the ... approach ...

It was ... the ...

Did you ...

... passengers ... Yes, he said ...

HELICOPTER GUIDE

By 'LES' MORRIS Helicopter Commercial Pilot and Consultant

... the ...

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had had several times when they were the greatest thing performed in the most amazing feat of all.

What was that? It explained the incident's occurrence while he applied the records and concluded that it had happened.

It called it that, saying that not a lot of things go on that the eyes of others. It pointed that another aspect the action to the mind. It was a time. What happened was the light had vanished in a moment of brightness. It slowly began to move in a straight line toward the south. Suddenly it turned with a tremendous force of speed toward upward at a 45 degree angle and described a sort of square top half of a loop and plunged down to find the horizon at a perfectly heading. That has certain anomalies. It is a strange explanation. It says it with my own eyes and it is well-nigh impossible to believe it was simply an illusion or hallucination.

Looking up I found the heavy presence of the light path.

As Shute had no reason to dream up a strange story which he told me. It called a Captain (Kath) and he said that he saw the light. He only saw it for a moment. He thought he could point a picture of it.

And accepted the nature of the object and tried to point out its position to the Radio. He saw the action only through. Since the object was practically dead ahead of the captain at all times, none of the passengers had occasion to see it.

They were flying. Within the 15 minutes the passenger compartment (including travel) was 6000 feet high. As recalled that night and flight plan with no radio contact and searched to find the way to see if he could get a better view. He was dead. It was slightly after 10:00. He had several hundred feet when the light was first spotted. The light had departed Chicago at 10:00. A madman? Later the route was over Joliet, Illinois, then toward Burlington or maybe Red.

There is what it consists of strange, unexplained action in the sky.

Also mentioned in the Chicago Press on Santa Light Dec. 1936. It was after hearing the call of the air to Chicago that the Chicago a first officer of the DC-3 with Captain (John) B. who also had reported to Air Force a B-17. Some of the other was a B-17. Wayne (Indiana) and he was with it. One thing is that he is a really old pilot. He could not understand it.

added him to the shoulder and pointed ahead. We both stared. The sun had just edged below the rim of the horizon and there lay a little above three degrees above it was a shimmering fiery light. It resembled nothing so much as a brilliant twinkling light as a star on course with us. We were alarmed momentarily and looked to the right but nothing happened. It drew no nearer. We could see no ship, no form nor outline behind the light but that is not unusual. A light of that will show on anything associated with it as a twinkling in the darkness will strike the eye of the person holding it.

We eyed the light for some time. It gradually increased in size and brilliancy and at 5.30 p.m. was no longer visible. But still it was observed. It changed color, it moved slowly sometimes jerkingly from north to south and vice versa. In short it did something. We described except the fact mentioned. It did something in its position using the compass light as the normal direction. And the object in question was evidently in some bearing of 150 degrees from the position of the sun. The position was in some bearing of

70 degrees which placed the object 15 degrees to the left of our course line. This bearing is in the same approximate position the Shaker saw it. There was a thin bank of cloud hugging the ground in the western sky which probably accounted for our being able to watch the light for only two minutes.

What was it? My guess and it is surely such a thing it was Venus, there and something on the western horizon that was of year it shows the sun below the earth in late December and disappears with the ending of evening twilight. Resting so low on the horizon it is subject to the optical distortions and refractions generated by the great depth of atmosphere through which its rays must pass.

As it is not completely obscured it was a heavenly body. To affect it in witnessed as astounding light and highly refracted but he will realize the optics and projected distance. The discovery makes the likelihood and as the day was thus and it has been what we all saw was it was a star. The fact may still appear as being similar with. However produced by the illumination of the sun.

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HEADQUARTERS
PACIFIC DIVISION
MILITARY AIR TRANSPORT SERVICE
APO 953

Z/PRO'D/bk

24-24

26 December 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Aircraft

THRU: Commander
Military Air Transport Service
Andrews Air Force Base
Washington 25, D. C.
ATTENTION: Inspector General (OSI)

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

1. **SYNOPSIS:** Unidentified airborne object observed in sky over Hickam AF Base, T. H., at 2232 hours 24 December 1950.

2. **DETAILS:** At 2310 hours 24 December 1950, T/Sgt ~~XXXXXXXXXX~~, 1500th Air Police Squadron, Hickam AF Base, on duty with Hawaiian Armed Services Police (HASP) reported:

At about 2232 hours at Hickam AF Base, 24 December 1950, he observed in the sky off shore from Hickam AF Base, a bright object, traveling at a high rate of speed from the direction of Barbers Point, Oahu, past Hickam AF Base, in the direction of Lanikai, Oahu, disappearing in low clouds covering the Koolaw mountains. The forward section of this object appeared to be of the white brightness similar to that of florescent lightin of; was circular in shape; was traveling at a height of approximately 6000 feet; and from the point of view of observer was approximately 18 inches in diameter. Observer described that the object had an orange flame-type tail, about as long as the florescent section, this tail tapering to a point. An overall description given was "like that of a squid going through water". Observer stated that no

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24-24

SUBJECT: SPOT INTELLIGENCE REPORT
Unconventional Aircraft

26 December 1950

[REDACTED]

deviation in course was noted; that object maintained consistent attitude and speed, and traveled a course parallel to the ground. Observer states he kept object in sight for approximately 30 to 45 seconds. No noise was heard. [REDACTED] indicated he has 19 years service, had not been drinking at time of sighting, as he was enroute to Christmas midnight church services.

- b. Sketch map of island of Oahu, over which has been set out in red colored pencil, the path and approximate course of object, is attached to action copy of this report.
- c. The Honolulu Star Bulletin, a daily English language newspaper of general circulation throughout the Territory of Hawaii, in its Home Edition of 25 December 1950, carried the following news story on page 1:

MYSTERY LIGHT FLASHES ACROSS SKY; CALLS FLOOD SWITCHBOARDS

Many Honoluluans Christmas Eve called the police, the newspapers and radio stations to ask about a mysterious light seen briefly in the sky about 10:30 P. M.

This morning, with no official confirmation of the phenomenon, The Star-Bulletin was still receiving calls from persons who said they saw what has been described variously as a rocket, a meteor or possibly a low flying airplane.

Mrs. [REDACTED] [REDACTED] St., called the police department at 10:43 p.m. to report seeing a "streak of light flashing through the clouds from Diamond Head to Wilhelmina Rise."

REPORTS THE SAME

Others who telephoned the police were identified as Theodore Rhea of Aiea Heights and [REDACTED] [REDACTED] St.

Other callers to the police did not leave their names.

But all reported seeing the same light in the sky, at about the same time.

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[REDACTED]

[REDACTED]

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24-24

SPOT INTELLIGENCE REPORT

26 December 1950

SUBJECT: Unconventional Aircraft

Most described the light as being brilliant orange in color and lasting for only four or five seconds.

The police called the coast guard after several reports on the light or falling star had been received. The coast guard didn't know what might have caused it.

[REDACTED], Jr., Honolulu's astronomical expert and a scientist for the Bishop museum, said this morning he had not seen the phenomenon and was unable to account for it from the descriptions given.

DEFINITE COURSE

A patron of the Drive In theater said the object was traveling at a great speed and was going from the Koko Head direction toward town.

"It seemed to be on a definite course," he said "and was traveling parallel with the ground. It was a brilliant orange flame and the biggest part of it appeared about the size of a four engine plane."

[REDACTED], of Aiea, said: "I walked out to my garage about 10:30 when I saw a brilliant flame traveling from Koko Head direction and headed almost due north.

"It was traveling parallel with the ground and seemed to be on a course. I saw it only about 3 or 4 seconds before it disappeared into a cloud bank.

"My first thought was that it was a meteor, but it seemed to be traveling on a definite course. Then I thought it might have been a jet aircraft."

SPEED "TERRIFIC"

[REDACTED] in Kahala, said the object was traveling from Diamond Head toward Koko Head and "at a terrific rate of speed.

"It was traveling parallel with the ground and was visible for about five seconds," Mr. Richmond said. "There was no noise and I would judge it to be not over 5,000 feet in altitude.

"It was a brilliant orange color." Like the rest Mr. Richmond said he lost track of it when it disappeared into a cloud bank.

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24-24

SPOT INTELLIGENCE REPORT

26 December 1950

SUBJECT: Unconventional Aircraft

3. ACTION TAKEN: Office of Intelligence Officer, Pacific Division, MATS, Hickam AF Base, telephonically advised at 2316 hours 24 December 1950. The Intelligence Officer, Hickam AF Base, telephonically advised at 2326 hours 24 December 1950.

4. DISTRIBUTION: In addition to addressees, copies of this report are furnished:

Intelligence Officer, Pacific Division, MATS, Hickam AFB,
Intelligence Officer, Hickam AF Base, T. H.

FOR THE COMMANDER

1 Incl:
for D/OSI
Sketch Map of
Island of Oahu

PERRY F. O'DONNELL
Lt Colonel, USAF
Chief, Investigations

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DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

A. 258
63

INCOMING ~~CLASSIFIED~~ MESSAGE

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PARAPHRASE NOT REQUIRED
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FROM: COMPACDIVMATS HICKAM AFB TH

TO : COMATS ANDREWS AFB MD

UNCLASSIFIED

INFO: COFS HQ USAF, WASHINGTON, D.C.

NR : PL 12116

26 December 1950

Unidentified luminous white circular flying object visually observed from Hickam AFB about 250830Z coming from vic Barbours Point nas over John Rogers Airport disappearing into local clouds over mountains east of Honolulu object followed straight level course at constant speed greater than jet a/c. Total time on observed course estimate 45 to 6 seconds. Altitude estimated at 8000. Diameter proportionate to one foot object ten feet from observer orange flame extended twice diameter of object majority of flight observed with no visibility limitations. When object entered local clouds over mountains east Honolulu clouds were illuminated. Above preliminary report obtained from two observers who indicate that there are at least ten other witnesses. CINCPAC fleet has received similar reports from other observers, one of whom believes the object was a meteorite. He bases his belief on previous observations of meteorites. Investigations being conducted full rpt will be rendered soonest.

AIC
for file

INFO : OIN, CSI, CIG, OAT-1, OOP, OPD, SLO

CAF IN: 8 5 5 5 5 (26 Dec 50) DTG 260145Z JDM/nlb

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RC 18/26

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AIR INTELLIGENCE INFORMATION REPORT

JUL
of 26/11/96

FROM (Agency) Intelligence Division, Hq MATS Andrews AFB, Washington 25, D.C.	REPORT NO. IR-376-50	PAGE 2 OF 2 PAGES
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1. The following priority message, which concerns the sighting of an unidentified flying object in the vicinity of a USAF plane, was forwarded by the Intelligence Officer, 1500th Air Transport Wing, MATS, Hickam AFB, Hawaii:

[REDACTED] ATW Intelligence 8857. DTG 260001Z Dec 50. Under the provisions of MATS regulation 200-3, the following information pertaining to an unidentified flying object is hereby reported. This Rapid Report is in exact quotations from the report of the pilot, Captain **[REDACTED]**, who was evacuating patients between Johnston AFB and Hickam AFB: 'At the South Port Allen intersection at 250833Z a large bright light approached our aircraft SB-17, 3768, from about three o'clock. We were cruising at 7,000 feet on a heading of 53° magnetic. The subject aircraft of some sort approached from the right and cut in front of us and climbed straight ahead of us out of sight. I couldn't distinguish any particular characteristics because the light was so bright. There was full moon and no clouds at the time. When the thing had passed ahead we went through its "prop wash". It trailed an orange flame and sparks, noticeable only when it pulled away and up from us. I would guess its speed to be over 300 MPH and it maneuvered like a fighter type aircraft. My first impression was that it was shining a bright floodlight at our aircraft, therefore we couldn't see too well its exact size and shape, which we could have otherwise seen in the bright moonlight. I did not change heading or altitude because it was about 1,000 feet above my flight path, or seemed to be. My navigator, copilot and engineer also witnessed the strange flying machine. I had plenty of time to call the navigator on interphone and asked him what he thought it was and he had time to look out and call me back. I flashed my landing lights but got no response from the other ship and it had no navigational lights. This object had no resemblance to a falling star or meteor. I would judge it came within 200 yards of us before turning. Another aircraft was on 2870 kc. Honolulu Overseas Radio called in and asked if there were other aircraft in the Honolulu South Port Allen area. I called at 250835Z and gave my position as at South Port Allen at 7,000 feet. After landing I discovered other people had seen the same thing as I and had the identical description.'

2. Confirmation of the sighting is indicated in the following message received from the Commander, Pacific Division, MATS, Hickam AFB, Hawaii:

[REDACTED] PL 12116. DTG 260145Z Dec 50. Unidentified luminous white circular flying object visually observed from Hickam AFB about 250830Z coming from the vicinity of Barbers Point NAS, passing over John Rogers Airport, and disappearing into local clouds over the mountains east of Honolulu. The object followed a straight, level course at a constant speed greater than that of a jet aircraft. The total time on the observed course was estimated at 45 to 46 seconds. The altitude was estimated at 8,000 feet. Diameter was proportionate to a one-foot object ten feet from the observer. An orange flame extended twice the diameter of object. The majority of the flight was observed with no visibility limitations. When the object entered local clouds over the mountains east of Honolulu, the clouds were illuminated. The above preliminary report was obtained from two observers who indicate that there are at least ten other witnesses. The Commander-in-Chief, Pacific Fleet, has received similar reports from other observers, one of whom believes the object was a meteorite. He bases his belief on previous observations of meteorites. An investigation is being conducted. A full report will be rendered as soon as possible."

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Percy Shetter
A. G. LOVE
Captain, USAF

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(CLASSIFICATION)

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filed
261196-1

COUNTRY USA-MATS		REPORT NO. IR-376-50	(LEAVE BLANK) <i>af 261196-1</i>
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Unidentified Flying Object, Hawaii			
AREA REPORTED ON Hawaiian Islands		FROM (Agency) Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT 27 December 1950	DATE OF INFORMATION 25 December 1950	EVALUATION C-1	
PREPARED BY (Officer) <i>for</i> A. G. Love, Captain, USAF		SOURCE USAF Pilot	
REFERENCES (Control number, directive, previous report, etc., as applicable) IR-319-50 (AF 237545), USA-MATS			
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.) Report contains information on the sighting of an unidentified aerial object near a USAF plane on the night of 25 December 1950 near the Hawaiian Islands.			
APPROVED: <i>Walter A. Hardwick</i> <i>Lt. Colonel, USAF</i> <i>for:</i> WILLIAM L. TRAVIS Lt. Colonel, USAF Chief, Intelligence Division			
<i>5012.9</i>			
<i>file</i> <i>Grudge</i>			
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<i>56-11389</i>			

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On the 27th
and 28th

SAUCERS OF ILLUSIONS?

By

WALTER A. DEAN

NOW that the excitement of
about fifty flying saucer
sightings has subsided it is possi-
ble to look at the situation obje-
ctively before there is another rash
of speculation.

The thing to remember is that
the Navy is coming up behind the
plumbers of the flying saucer
sightings and is apparently not
convinced of the fact. During the past
month or so.

There is no doubt in the minds of
most people that an authentic sighting
will be made very soon. You will see
some interest in the subject.

Shortly after sunset on Decem-
ber 27, 1947, a few miles west of
Bradford, Ill., a plane was sighted
by three World War II veterans who
were on a hunting trip. The aircraft
was seen to be approaching from
the west and to be flying at a low
altitude. It was seen to be making
a series of loops and to be emitting
a series of bright lights. The
plane was seen to be flying in a
direction which was not in line with
any of the known flight patterns of
any of the known aircraft.

Observed by Captain Robert R.
Hoek and Misses Mary and Bill
Kane of Bradford, Illinois.

This was a very bright and
was flying through the air in a
zig-zag pattern. The aircraft was
seen to be flying in a direction
which was not in line with any of
the known flight patterns of any of
the known aircraft. It was seen to
be making a series of loops and to
be emitting a series of bright lights.
The plane was seen to be flying in
a direction which was not in line
with any of the known flight patterns
of any of the known aircraft.

As the aircraft was flying in a
direction which was not in line with
any of the known flight patterns of
any of the known aircraft, it was
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and to be emitting a series of bright
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BRADFORD, ILLINOIS 27 DEC 1950