

# KENNETH ARNOLD AND THE F.B.I.

(From documents obtained by Peter Gersten and CAUS)

With Comments by John A. Keel, FSR Consultant

**D**URING the 1960s, I approached the Federal Bureau of Investigation (F.B.I.) in Washington, D.C., asking to see their UFO-related files. Each time they assured me that the F.B.I. had absolutely no interest in UFOs and therefore no such files existed. But in the late 1970s, the New York lawyer Peter Gersten applied the new Freedom of Information Act and forced the F.B.I. to produce hundreds of documents. Among these were the original reports on Kenneth Arnold. As is their practice, the F.B.I. carefully deleted the names of the individuals mentioned in the reports, but it was easy to restore most of the missing information, using Arnold's public statements and later interviews.

Although there was a massive "ghost rocket" wave in Europe in 1945-46, most UFO historians regard Arnold's sighting on June 24, 1947, as the real beginning of the "Flying Saucer". He was an exceptionally credible witness, as the interviewers note in these documents, and his later involvement in the Maury Island "hoax" proved him to be an exceptional investigator as well. But in the years following the events of 1947, he and his family were hounded by eager UFO buffs and bewildered witnesses. Finally, he deliberately spread the rumour that he had moved to Australia. He made very few public appearances and purposefully demanded an exorbitant lecture fee. But he did speak in Chicago, Ill. in June 1977, before a UFO convention organized by Jerome Clark and FATE magazine.

Kenneth Arnold passed away in January, 1985, in Bellevue, Washington, only a few miles from the site of his 1947 sighting.

The big surprise in the F.B.I. documents was a report by a prospector who had been working the Cascade Mountains on that same afternoon of June 24, 1947, when he saw "five or six" disc-shaped objects weaving through the mountains! Apparently this man (his name was deleted from the report by the F.B.I.) was a corroborative witness to Arnold's sighting, and was viewing the objects from the ground while Arnold was watching them from the air! Note that the document bears the notation "REPORTS OF FLYING DISCS ... SECURITY MATTER -X".

I should mention that in handling stacks of these liberated Government documents, I have found that the F.B.I. reports in particular were very badly written, lacking in significant detail and often filled with idiotic speculation and innuendo. The prospector's report is completely lacking in background detail. We don't even know if the prospector spoke to an F.B.I. agent directly or if this report was derived from a let-

ter sent to the Army at an earlier date. Like so many of the F.B.I. papers from the J. Edgar Hoover era, this item would not stand up in a court of law. But it is very interesting, nonetheless.

The second document describes a phone call made to David Johnson, aviation editor of the *Idaho Daily Statesman*, although his name has of course been deleted. (Most of the other deletions in this document are Kenneth Arnold's name.) Lieutenant Frank Brown wrote this for the Army Air Force investigating group. The third document is also by Brown, and is basically an endorsement of Arnold as a reliable witness. These two documents by Brown were both written for the Air Force's Confidential file, and both were later found in the F.B.I.'s UFO file even though the F.B.I. professed to have no interest in UFO matters.

Two weeks later, Lt. Frank M. Brown and Captain William Davidson would die in a plane crash shortly after taking off from McChord Field in Tacoma. They had been visiting Arnold who was investigating the notorious "Maury Island" affair. At that point in time, Brown and Davidson were the *only* Air Force officers involved in UFO investigations. Two weeks after the plane crash, Paul Lance, a newspaper reporter involved in the Maury Island mystery, died very suddenly. Harold Dahl's 12-year-old son vanished suddenly at the same time. Dahl and his son had been aboard a boat in Tacoma harbour when they sighted some "flying doughnuts" near Maury Island. Weeks later, Dahl's son was found in the tiny village of Lusk, Wyoming, many hundreds of miles from Tacoma. He was suffering from total amnesia!

A rigorous campaign was also waged by someone to ridicule and discredit Ray Palmer, the Chicago editor who sent Kenneth Arnold \$200 for expenses to investigate the Maury Island case.

The last of the documents was written by Arnold himself and submitted to the F.B.I. It proves him to be a very careful observer and is filled with significant detail. It also raises some rather astonishing questions. These questions haunted Arnold privately.

His attention was drawn to the objects by a bright flash of light. Twenty years later, at his speech in Chicago, he provided more details. "As I was making this 180° turn," he said, "and flying directly toward Mount Rainier at about 9200 feet elevation, a tremendous flash appeared in the sky. It lit up my whole aircraft even the cockpit, and I was startled. I thought I was very close to collision with some aircraft I hadn't seen. Or, I thought, possibly a military plane had dived over the nose of my airplane and the reflection of the afternoon sun against his wing surfaces had

caused the flash. All this went through my mind in less than a tenth of a second as I began to look around below me and ahead of me. And then the flash came again. This very bright flash, almost like an arc light, was coming from a group of objects far up to the north of Mount Rainier in the area of Mount Baker, which is almost in a line with Mount Rainier and Mount Adams. I saw a chain of very peculiar aircraft approaching Mount Rainier very rapidly — I think I described their formation at the time as looking like a tail of a Chinese kite."

Read his report carefully, and the report of the prospector, and you will see that the objects were approximately 30 feet in diameter. They were weaving among the mountains at a speed in excess of 1,200 miles per hour! And they were *twenty miles* from Arnold's position. So Arnold was observing small (30 feet) objects travelling at supersonic speed twenty miles in front of him! Something is wrong here. *If all his calculations were correct he would not be able to see those things at all. They were too small ... they were too far away ... and they were moving too fast to be visible to the naked eye!*

About the flashes. As I have pointed out in my books and numerous articles, a brilliant flash of light often occurs before the appearance of UFOs, angels, demons and chimeras. And in hundreds of cases, such as the famous Ohio helicopter incident in 1973, a flash phenomenon takes place just prior to distortions of time and space. In the Ohio incident the helicopter was suddenly transposed 3,000 feet with no action on the part of the pilot.

It was around 2 p.m. when Arnold saw the flash. A beautiful, cloudless day. He was travelling NE and the sun was above and slightly behind him. The objects were going SE. It is remotely possible that the sun could have reflected from the objects but remember that Arnold was almost level with them and they were twenty miles away. *So it is highly unlikely that the flashes were reflections of the sun. It seems more probable that they were aimed directly at Arnold, a tiny speck in the sky twenty miles distant. KENNETH ARNOLD WAS SOMEHOW MEANT TO SEE THESE THINGS.*

Clocks and stopwatches are very important in aerial navigation and, like all pilots, Arnold was accustomed to their use. His estimates of the speed of the UFOs are probably accurate,  $\pm 200$  miles. But can *anyone* see a 30-ft. object travelling at 1,200 miles an hour at a distance of 20 miles?

*The answer is: no.*

The general rule is that anything going faster than 700 mph is invisible to the naked eye. A bullet, for example. However, experienced soldiers can not only see artillery shells and mortar rounds in the air, they can even tell where they are going to land. But they travel at speeds between 400-700 mph.

Kenneth Arnold led an exemplary life. He was a decent, honest man. There is no reason to think that he lied about his sighting. *Yet he could not have seen*

*what he thought he saw.*

The most amazing thing of all is that, although his story has been told over and over again in countless books and articles, no-one has ever raised these simple questions before.

The objects passed over a measurable course fifty miles in length in 102 seconds. "I had worked out mathematically how fast the strange craft were going," Arnold said in 1977, "and every time I reworked it, it came out that they were going over 1700 miles an hour. It was mind-boggling! I even measured the base of the mountains — both Mount Rainier and Mount Adams — on my aeronautical charts, and took the minimum reading of twenty-nine miles and refigured it; they still clocked out at over 1300 miles an hour."

There was only one man-made supersonic plane in existence in 1947, and it could not attain 1700 mph.

If Arnold could not have seen objects moving that fast, what did he actually see? After the first flash of light he may have watched *part* of something ... something much larger and much different from what he thought he was seeing. The strobe-like movement of the objects even suggests that either they — or Arnold — were in a different time-frame ... a phenomenon well-known to Fortean. Arnold's navigational clock could have been malfunctioning temporarily.

*Whatever happened on that sunny June 24th in 1947, Kenneth Arnold opened a magical door for all of us that afternoon, and all manner of weird entities and objects have been pouring through it ever since. — J.A.K.*

## DOCUMENT NO. 1

OFFICE MEMORANDUM. UNITED STATES GOVERNMENT

TO: Director, FBI Date: 9-17-47

FROM: SAC, Portland

SUBJECT: REPORTS OF FLYING DISCS  
SECURITY MATTER-X

Refer San Francisco letter dated September 4, 1947. xx, Portland, reported without consulting any records that on June 24, 1947, while prospecting at a point in the Cascade Mountains approximately five thousand feet from sea level, during the afternoon he noticed a reflection, looked up, and saw a disc proceeding in a south-easterly direction. Immediately upon sighting this object he placed his telescope to his eye and observed the disc for approximately forty-five to sixty seconds. He remarked that it is possible for him to pick up an object at a distance of ten miles with his telescope. At the time the disc was sighted by Mr. xxxxxxxxxxx it was banking in the sun, and he observed five or six similar objects but only concentrated on one. He related that they did not fly in any particular formation and that he would estimate their height to

be about one thousand feet from where he was standing. He said the object was about thirty feet in diameter, and appeared to have a tail. It made no noise.

According to xxxxxxxxxxxx he remained in the vicinity of the Cascades for several days and then returned to Portland and noted an article in the local paper which stated in effect that a man in Boise, Idaho, had sighted a similar object but that authorities had disclaimed any knowledge of such an object. He said he communicated with the Army for the sole purpose of attempting to add credence to the story furnished by the man in Boise.

xxxxxxxxxxxx also related that on the occasion of his sighting the objects on June 24, 1947 he had in his possession a combination compass and watch. He noted particularly that immediately before he sighted the disc the compass acted very peculiar, the hand waving from one side to the other, but that this condition corrected itself immediately after the discs had passed out of sight.

Informant appeared to be a very reliable individual who advised that he had been a prospector in the states of Montana, Washington, and Oregon for the past forty years.

FJS:KAM

62-1531

2 cc: San Francisco (62-2938)

## DOCUMENT NO. 2

Incident  
4AF 1208 I  
16 July 1947

### MEMORANDUM FOR THE OFFICER IN CHARGE

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The xxxxxxxxxxxx of the paper, xxxxxxxxxxxx, was interviewed in regard to how well he knew xxxxxxxxxxxx of Boise, Idaho, and as to the credibility of any statement made by xxxxxxxxxxxx. The purpose of this interview was an attempt to verify statements made by xxxxxxxxxxxx on 26 June, 1947, to various national news services to the effect that he, xxxxxxxxxxxx had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. xxxxxxxxxxxx stated that he had known xxxxxxxxxxxx for quite a period of time, having had relations with xxxxxxxxxxxx on various occasions, due to the fact that both he, xxxxxxxxxxxx and xxxxxxxxxxxx were private fliers and frequently got together to talk shop. xxxxxxxxxxxx stated that as far as he was concerned anything xxxxxxxxxxxx said could be taken very seriously and that he, xxxxxxxxxxxx actually believed that Mr. Arnold

had seen the aforementioned flying disks. xxxxxxxxxxxx stated that after xxxxxxxxxxxx reported having seen the flying disks, that the editor of the paper had assigned him, xxxxxxxxxxxx the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the north-west area. The results of this assignment to xxxxxxxxxxxx and what he subsequently saw is put forth in a sworn statement signed by xxxxxxxxxxxx attached to this report as Exhibit B.

AGENT'S NOTES; xxxxxxxxxxxx is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. xxxxxxxxxxxx has logged 2900 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, xxxxxxxxxxxx as the xxxxxxxxxxxx being assigned to the Twentieth USAAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that xxxxxxxxxxxx actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that xxxxxxxxxxxx would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report.

1 Incl: Exhibit "B"

FRANK M. BROWN, S/A, CIC 4th AF

## DOCUMENT NO. 3

Incident  
4AF 1208 I  
16 July 1947

### MEMORANDUM FOR THE OFFICER IN CHARGE

1. On 12 July 1947, xxxxxxxxxxxx, Boise, Idaho, was interviewed in regard to the report by xxxxxxxxxxxx that he saw 9 strange objects flying over the Cascade Mountain Range of Washington State on July 25th. xxxxxxxxxxxx voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of xxxxxxxxxxxx is attached to this report as Exhibit A.

AGENT'S NOTES: xxxxxxxxxxxx is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. xxxx-

xxxxxxx has recently purchased a xxxxxxxxxxxxxxx-  
xxxxxxxxxxxxxxxxxxxx in which to conduct his  
business to the extent of which is explained in the at-  
tached exhibit. It is the personal opinion of the inter-  
viewer that xxxxxxxxxxxx actually saw what he stated  
that he saw. It is difficult to believe that a man of xxx-  
xxxxxxxxx character and apparent integrity would  
state that he saw objects and write up a report to the  
extent that he did if he did not see them. To go  
further, if xxxxxxxxxxxx can write a report of the  
character that he did while not having seen the ob-  
jects that he claimed he saw, it is the opinion of the  
interviewer that xxxxxxxxxxxx is in the wrong  
business, that he should be writing Buck Rogers fic-  
tion. xxxxxxxxxxxx is very outspoken and somewhat  
bitter in his opinions of the leaders of the U.S. Army  
Air Forces and the Federal Bureau of Investigation for  
not having made an investigation of this matter  
sooner. To put all of the statements made by xxxxxxx-  
xxxxx in this report would make it a voluminous vol-  
ume. However, after having checked an aeronautical  
map of the area over which xxxxxxxxxxxx claims that  
he saw the objects it was determined that all state-  
ments made by xxxxxxxxxxxx in regard to the dis-  
tances involved, speed of the objects, course of the  
objects and size of the objects, could very possibly be  
facts. The distances mentioned by xxxxxxxxxxxx in  
his report are within a short distance of the actual dis-  
tances on aeronautical charts of this area, although  
xxxxxxxxxxxxx has never consulted aeronautical  
charts of the type the Army uses. xxxxxxxxxxxx  
stated that his business had suffered greatly since his  
report on July 25 due to the fact that at every stop on  
his business routes, large groups of people were wait-  
ing to question him as to just what he had seen. xxxx-  
xxxxxxx stated further that if he, at any time in the  
future, saw anything in the sky, to quote xxxxxxxxxxx-  
xx directly, "if I saw a ten story building flying  
through the air I would never say a word about it",  
due to the fact that he has been ridiculed by the press  
to such an extent that he is practically a moron in the  
eyes of the majority of the population of the United  
States.

I Incl: Exhibit "A"

FRANK M. BROWN, S/A, CIC 4th AF

#### DOCUMENT NO. 4

SOME LIFE DATA xxxxxxxxxxxxxxxxxxxxxxxx I  
was born xxxxxxxxxxxxxxxxxxxxxxxx. My father's  
name was xxxxxxxxxxxx was xxxxxxxxxxxx I was a  
resident of Minnesota until I was six years old when  
my family moved to also homesteaded in Scobey,  
Montana, and became quite prominent in political cir-  
cles along with xxxxxxxxxxxx, the famous xxxxxxxx-  
xxxx.

I went to grade school and high school at Minot,  
North Dakota. I entered scouting at twelve years of

age and achieved the rank of Eagle scout before I was  
fourteen. My former scout executive was xxxxxxxxxxx-  
xx now a xxxxxxxxxxxx for the Boy Scouts in Kansas  
City, Kansas.

As a boy, I was interested in athletics and was xxx-  
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx I entered the  
U.S. Olympic trials in xxxxxxxxxxxxxxxxxxxxxxx-  
xxxxxxxxx I taught swimming and diving at scout  
camps and the municipal pool in Minot, North Da-  
kota. I went to the University of Minnesota, where I  
swam and did fancy diving under xxxxxxxxxxxx and  
also played football under xxxxxxxxxxxx but upon  
entering college I was unable to continue my football  
career because of an injured knee. My high school  
football coach was xxxxxxxxxxxx who is now xxxxxx-  
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx I had little or no  
finances, and my ambition in furthering my education  
in college was through my athletics. As a boy in Mi-  
not, North Dakota, I did a good deal of dog sled  
racing. xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

In 1938 I went to work for xxxxxxxxxxxxxxxxxxx-  
xxxxx, a manufacturer of automatic fire fighting ap-  
paratus. In 1939 I was made xxxxxxxxxxxx for them  
over a part of the western states, and in 1940 I estab-  
lished my own xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx-  
xxxxx I have been working as an xxxxxxxxxxxxxxxx-  
xxxxxxx on xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx-  
xxxx.

My flying experience started as a boy in Minot,  
North Dakota, where I took my first flying lessons  
from xxxxxxxxxxxx who was originally from Great  
Falls, Montana. Due to the high cost at that time, I  
was unable to continue my flying and did not fly of  
any great consequence until 1943. I was given my pi-  
lot certificate by xxxxxxxxxxxx senior CAA inspector  
of Portland, Oregon, and for the last xxxxxxxxxxx-  
xxxxxxxxx covering my entire territory with same  
and flying from forty to one hundred hours per month  
since. Due to the fact that I use an airplane entirely in  
my work, in January of this year I purchased a xxxxx-  
xxxxxx airplane, which is an airplane designed for  
high-altitude take-offs and short rough field use.

In the type of flying I do, it takes a great deal of  
practice and judgment to be able to land in most any  
cow pasture and get out without injuring your air-  
plane; the runways are very limited and the altitude is  
very high in some of the fields and places I have to go  
in my work. To date, I have landed on 823 cow pas-  
tures in mountain meadows, and in over a thousand  
hours a flat tire has been my greatest mishap.

The following story of what I observed over the  
Cascade mountains, impossible as it may seem, is posi-  
tively true. I never asked nor wanted ... notoriety for  
just accidentally being in the right spot at the right  
time to observe what I did. I reported something that  
I know any pilot would have reported. I don't think  
that in any way my observation was due to any sensi-  
tivity of eye sight or judgment than what is consid-  
ered normal for any pilot.

On June 24th, Tuesday, 1947, I had finished my work for the xxxxxxxxxxxxxxxxxxxxxxxxxxxx at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Wash. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the south-west side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly east of my position and simply sat in my plane observing the sky and the terrain.

There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, and I should judge, at 14,000 foot elevation.

The sky and air was as clear as crystal, I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 feet elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points I could clock them by; the air was

so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles that day.

I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I have never before observed .....s flying so close to the mountain tops, flying directly south to .....st down the hog's back of a mountain range. I would estimate their .....tion could have varied a thousand feet one way or another up or down ... they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time did not impress me particularly, because I knew that our army and air force had planes that went very fast.

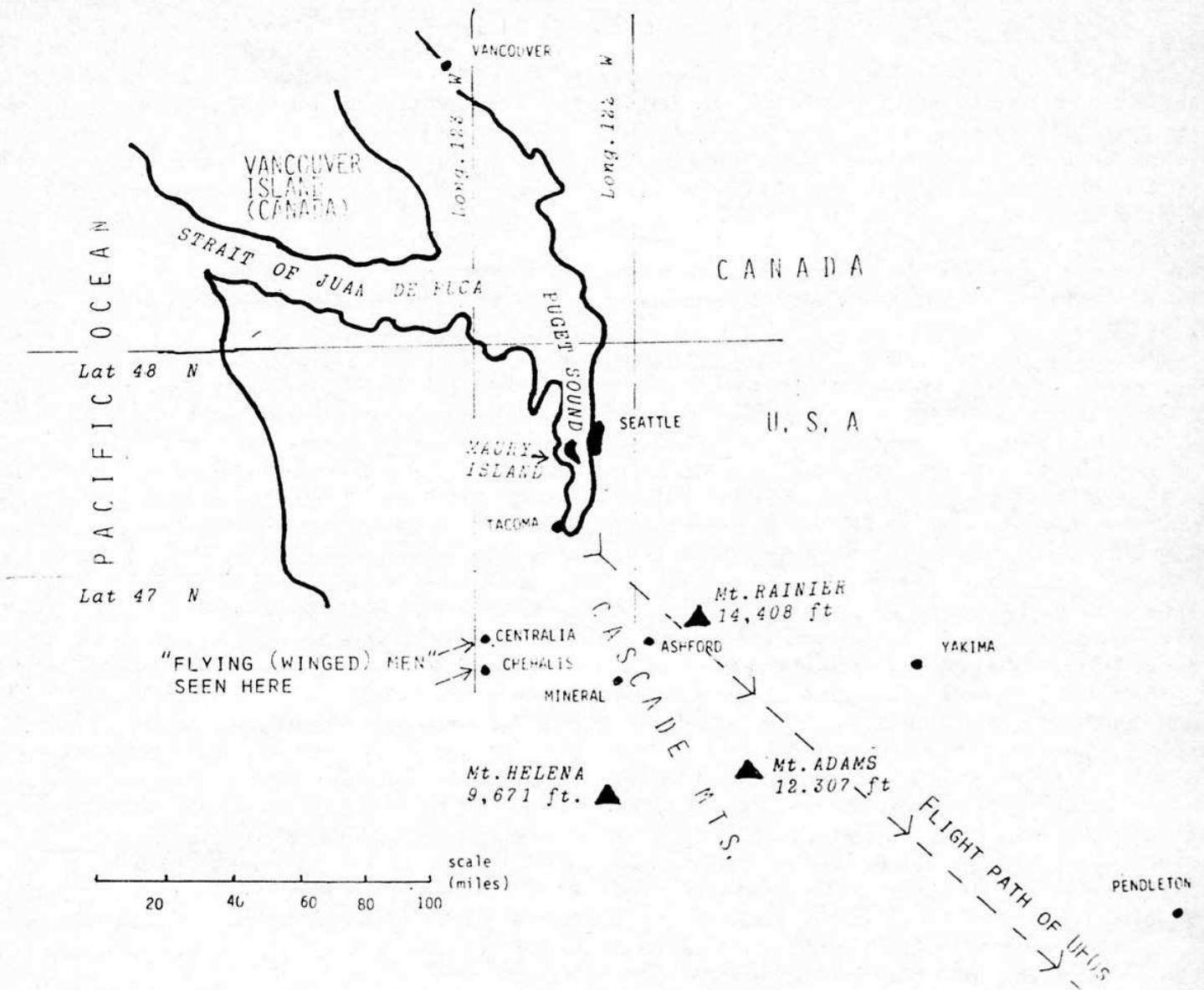
What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

I observed them quite plainly, and I estimate my distance from them, which was almost at right angles, to be between twenty to twenty-five miles. I knew they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact I compared a zeus fastener or cowling tool I had in my pocket with — holding it up on them and holding it up on the DC-4 — that I could observe quite a distance to my left, and they seemed smaller than the DC-4; but, I should judge their span would have been as wide as the furthest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams, and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge, I measured it and found it to be approximately five miles so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the southern most high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that



they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view. (Without sun glasses.)

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept rolling through my mind. I became more disturbed, so

after taking a last look at Tieton Reservoir I headed for Yakima. .... ght add that my complete observation of these objects, which I ..... en follow by their flashes as they passed Mt. Adams, was around two-and-a-half or three minutes --, although, by the time they reached Mt. Adams .... were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am kaing (*sic*: for making) a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were holding an almost constant elevation; they did not seem to be going up or coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were

some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western/Cedar City Air Lines/Utah employees, the/(pilot) gentleman from Oklahoma City and the locomotive engineer in Illinois, plus xxxxxxxxxxxx and Co-Pilot xxxxxxxxxx of United Air Lines.

Some descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one — but, to continue further with my story. When I landed at the Yakima, Wash., airport I described what I had seen to my very good friend, Al Baxter, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see

objects of similar shape and design as I described and assured me that I wasn't dreaming or going crazy.

I quote xxxxxxxxxxxx a former Army Air Forces pilot who is now xx, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

Anyhow, the news that I had observed these spread very rapidly and before night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did ..... something that at least Mr. John Doe on the street corner or Pete .....ews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the FBI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from those two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is xxxxxxxxxxxx I fly a xxxxxxxx-xxxxx it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is xxxxxxxxxxxx /s/

**NOW THAT THINGS ARE STARTING TO "HOT UP" ON ALL SIDES, WITH LIDS BLOWING OFF AND CATS PEEPING OUT, WHY CONTINUE TO BE SO SCARED OF TELLING ALL YOUR FRIENDS ABOUT FLYING SAUCER REVIEW? YOU KNOW VERY WELL THAT WE HAVE BEEN RIGHT, ALL ALONG, SINCE FSR WAS ESTABLISHED 32 YEARS AGO!**

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 9-17-47

FROM : SAC, Portland

SUBJECT: REPORTS OF FLYING DISCS  
SECURITY MATTER - X

Refer San Francisco letter dated September 4, 1947.

[redacted] Portland, reported without consulting any records that on June 24, 1947, while prospecting at a point in the Cascade Mountains approximately five thousand feet from sea level, during the afternoon he noticed a reflection, looked up, and saw a disc proceeding in a southeasterly direction. Immediately upon sighting this object he placed his telescope to his eye and observed the disc for approximately forty-five to sixty seconds. He remarked that it is possible for him to pick up an object at a distance of ten miles with his telescope. At the time the disc was sighted by Mr. [redacted] it was banking in the sun, and he observed five or six similar objects but only concentrated on one. He related that they did not fly in any particular formation and that he would estimate their height to be about one thousand feet from where he was standing. He said the object was about thirty feet in diameter, and appeared to have a tail. It made no noise.

According to [redacted] he remained in the vicinity of the Cascades for several days and then returned to Portland and noted an article in the local paper which stated in effect that a man in Boise, Idaho, had sighted a similar object but that authorities had disclaimed any knowledge of such an object. He said he communicated with the Army for the sole purpose of attempting to add credence to the story furnished by the man in Boise.

[redacted] also related that on the occasion of his sighting the objects on June 24, 1947 he had in his possession a combination compass and watch. He noted particularly that immediately before he sighted the disc the compass acted very peculiar, the hand waving from one side to the other, but that this condition corrected itself immediately after the discs had passed out of sight.

Informant appeared to be a very reliable individual who advised that he had been a prospector in the states of Montana, Washington, and Oregon for the past forty years.

FJS:KAH  
62-1531  
2 cc: San Francisco (62-2938)

RECORDED  
INDEXED

62-82774-35  
K L E

31 SEP 22 1947

70

X-67

[Handwritten initials]

55 SEP 30 1947

Photostat of document  
I. (FBI report of  
Sept. 17, 1947, on  
prospector's sighting)



Incident  
4AF 1208 I  
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The [redacted] of the paper, [redacted], was interviewed in regard to how well he knew [redacted] of Boise, Idaho, and as to the credibility of any statement made by [redacted]. The purpose of this interview was an attempt to verify statements made by [redacted] on 26 June 1947, to various national news services to the effect that he, [redacted], had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. [redacted] stated that he had known [redacted] for quite a period of time, having had relations with [redacted] on various occasions, due to the fact that both he, [redacted] and [redacted] were private fliers and frequently got together to talk shop. [redacted] stated that as far as he was concerned anything [redacted] said could be taken very seriously and that he, [redacted] actually believed that Mr. Arnold had seen the aforementioned flying disks. [redacted] stated that after [redacted] reported having seen the flying disks, that the editor of the paper had assigned him, [redacted] the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the northwest area. The results of this assignment to [redacted] and what he subsequently saw is put forth in a sworn statement signed by [redacted] attached to this report as Exhibit B. b6

AGENT'S NOTES: [redacted] is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. [redacted] has logged 2300 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, [redacted] was the [redacted] being assigned to the Twentieth USAAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that [redacted] actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that [redacted] would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report. b6

1 Incl: Exhibit "B"

FRANK W. GROW, S/A, CIC 4th AF

Photostat of  
Document 2  
(Interview with  
Editor of Idaho  
Daily Statesman)

Incident  
4AF 1208 I  
16 July 1947

UPY

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, [redacted] Boise, Idaho, was interviewed in regard to the report by [redacted] that he saw 9 strange objects flying over the Cascade Mountain range of Washington State on July 25th. [redacted] voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of [redacted] is attached to this report as Exhibit A.

b6

AGENT'S NOTES: [redacted] is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. [redacted] has recently purchased a [redacted] recently purchased a [redacted] in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that [redacted] actually saw what he stated that he saw. It is difficult to believe that a man of [redacted] character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go further, if [redacted] can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that [redacted] is in the wrong business, that he should be writing Buck Rogers fiction. [redacted] is very outspoken and somewhat bitter in his opinions of the leaders of the U.S. Army Air Forces and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by [redacted] in this report would make it a voluminous volume. However, after having checked an aeronautical map of the area over which [redacted] claims that he saw the objects it was determined that all statements made by [redacted] in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by [redacted] in his report are within a short distance of the actual distances on aeronautical charts of this area, although [redacted] has never consulted aeronautical charts of the type the Army uses. [redacted] stated that his business had suffered greatly since his report on July 25 due to the fact that at every stop on his business routes, large groups of people were waiting to question him as to just what he had seen. [redacted] stated further that if he, at any time in the future, saw anything in the sky, to quote [redacted] directly, "if I saw a ten story building flying through the air I would never say a word about it", due to the fact that he has been ridiculed by the press to such an extent that he is practically a moron in the eyes of the majority of the population of the United States.

b6

b6

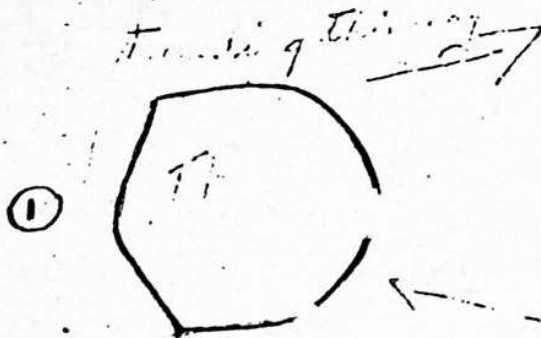
b6

1 Incl: Exhibit "A"

FRANK M. BROWN, S/A, CIC 4th AF

~~CONFIDENTIAL~~

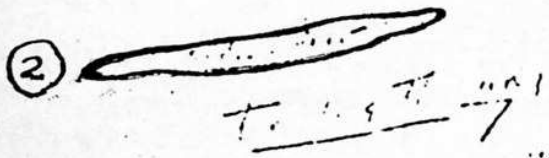
Photostat of Document  
3 (FBI Report of  
July 16, 1947, on  
Kenneth Arnold's  
sighting)



Kenneth Arnold's two sketches of the UFOs (photostat)

They seemed longer than wide, their thickness was about 1/20th of their width

They seemed longer than wide, their thickness was about 1/20th of their width



Mirror Bright

They did not appear to me to whirl or spin but seemed in fixed position, traveling as I have made drawing. xxxxxxxxxxxx

They did not appear to me to whirl or spin but seemed in fixed position, traveling as I have made drawing.



# CLOSE SIGHTING BY PORTUGUESE AIR FORCE PILOTS (NOVEMBER 1982)

*José Sottomayor and Antônio Rodrigues*  
(C.N.I.F.O. UFO Investigation Group, Lisbon)

(Précis Translation from Portuguese)

We are much indebted to our esteemed Portuguese Consultant, Sr. Joaquim Fernandes, of the Portuguese UFO Investigation Group C.N.I.F.O. for sending us this lengthy and painstaking report on a recent event in his country. Owing to our lack of space we regret that we can only give the salient details of it. He and other senior members of C.N.I.F.O. were able to discuss the case subsequently, in a private interview, with General Brochado Miranda, Chief of Staff of the Portuguese Air Force, a fact clearly emphasising the entirely serious view which that Air Force takes of this very typical UFO sighting. — EDITOR

THIS episode occurred in fine bright daylight, between 1050 and 1150 hrs on the morning of November 2, 1982 in the region between Torres Vedras and the Serra de Montejunto (mountain range). That is to say, in an area just to the north-west of Lisbon, and over the Province of Estremadura.

The sky was clear, with unlimited visibility and little wind. In terms of *index of strangeness* it is graded as 2, and in terms of *index of credibility* as 3.

As indicated, the total sighting time was about 25 minutes, and two Portuguese Air Force training planes were involved, with pilots aboard them. These men, Pilot Lt. J.M.G., Ensign C.G., and Ensign A.G., were flying in Canadian-built *Chipmunk* DHC-1 primary training craft and came from OTA Air Base No. 2.

Lt. J.M.G., flying at an altitude of around 1500-1600 m. over Maxial, saw a shining object below, seemingly very close to the ground (maybe at 50 or 100m., he thought) moving on a N-S course. Just as he had decided that it would be a good thing to continue to watch it, it suddenly changed behaviour, as though realizing his presence, and in ten seconds it shot up to the same height as himself, which would mean that it had risen at about 504 km.p.h.

It then commenced to fly around him in great sweeps, and he was obliged to perform a series of tight curves accordingly, so as to keep track of it. It was now near enough for him to see that it was round and "resembled a ball of mercury". It consisted of two hemispheres (the lower one being reddish), metallic, shining, and with a circular dark area at the centre of its