

PROJECT 10073 RECORD

1. DATE - TIME GROUP 29 March 49 30/0905Z	2. LOCATION Ghanya AFB, Alaska
3. SOURCE Military	10. CONCLUSION 1. AIRCRAFT 2. Astro (METEOR)
4. NUMBER OF OBJECTS TWO	
5. LENGTH OF OBSERVATION 1. 3 min 2. Not Reported	11. BRIEF SUMMARY AND ANALYSIS 1. Observer sighted a dull yellowish light. It was heading to the North at a very high speed. It passed fairly close to the a/c in which the observer was located. 2. Observer sighted a lighted object below his a/c. Observer thought it to be a meteor except that it was traveling in a horizontal path. The light was blue-white and had the appearance of an exhaust.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE 1. North 2. North	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM

FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

FORM 112 PART 1
APPROVED FOR PUBLICATION 9 8 1 4 MO 2 1 7 4 TH 2

AIR FORCE REPORT NUMBER

AF-644

AIR INTELLIGENCE INFORMATION REPORT

CARD

COUNTRY	REPORT NO.	APPROX. DATE
SUBJECT Sighting of Unidentified Flying Object		
AREA REPORTED ON Alaska	FROM (Agency) Director of Intelligence, Alaska	
DATE OF REPORT 19 April 1949	DATE OF INFORMATION 4 April 1949	EVALUATION 3-7
PREPARED BY (Officer) Lt R B Laythe	SOURCE H. 301st Air War Squadron	
REFERENCES (Control number, directive, previous report, etc., as applicable) CONFIDENTIAL WFO FROM 301st Air Squadron, Alaska Air Command.		
THRU: D. S. [unclear]		COMMENTS: USE REVERSE SIDE OF CARD
SUMMARY TO: HQ USAF, DIRECTORATE OF INTELLIGENCE, INTELLIGENCE REG. DIV., COLLECTION BR.		

EXCEL
SPECIFIC
USABLE
TOP GENERAL
NOT RELEASABLE
PROMPT
IN RELEASABLE
DE LAYED
X 1
Y 2
Z 3

TIMELINESS EVALUATION MATERIAL

REPORT SOURCE
MONTH OF INFO

YEAR OF INFO COUNTRY

INCOMING MESSAGE

NR 012

[REDACTED] WHE

FROM [REDACTED] AIR COND FT RICHARDSON ALS
TO C [REDACTED] WASH DC
INFO ANCVPAFB

225269A012-6-1581 PASS TO DIRECTOR OF INTELLIGENCE,
UNIDENTIFIED AIRCRAFT SIGHTING MADE BY LOGN A FLIGHT
NUMBER 62 LOCAL OUT OF SHENYA. BELLISH WHITE LIGHT OBSERVED
BY 4 CREW MEMBERS FOR PERIOD OF 3 MINUTES AT 6000 FEET,
APPARENT DIRECTION OF MOVEMENT NORTH. INITIAL REPORT
INDICATED JET EXHAUST GONE; BUT IMPOSSIBLE TO CONFIRM AS JET
AIRCRAFT SINCE NO SILHOUETTE WAS DISCERNIBLE. APPARENT
MOVEMENT OF EXHAUST RESEMBLED LIGHT EXPERIMENTAL PLANE.
SPEED AND PLANE OF MOTION MOUNTED OBSERVERS TO DISCOUNT
POSSIBLE METEOR AS LIGHT ORIGIN. NO AIRCRAFT REPORTED IN
LOCAL AREA AT TIME OF SIGHTING, 300933Z MARCH. EVALUATE
INFO 03 23

3

(ec)

SECURITY	ORIGINAL REPORT NO.	I.P. NO.	T.D.U. NO.	A.T.I. NO.	NAV NO.
U R G S	DIAAC/IR-16-19				39211
REFERENCE NOS. OF ATTACHMENTS	W/4 Incls (as listed)		REF. CODES	K.O. NO. AF-61125	
TITLE	Sighting of Unidentified Flying Object				
SUB-TITLE	T.I. 8 / MIF 28				
AUTHOR(S)	R.E. Smythe		TRANSLATION	ISSUE DATE	4 Apr 1949
ORIG. AGENCY	Director of Intel. Alaskan Air Command		PRIORITY	DISTR. CODE NO.	<input type="checkbox"/> LOANED DOCUMENT
DIV. HEAD(S)	(3517)		COMPLETE	COUNTRY	Alaska
SER. HEAD(S)			DIGEST	LANGUAGE	English
SUBJ. HEAD(S)			EXTRACT		
			DATE	6/6/49	
			TECH INTELLIGENCE DIVISION OFFICE		
			1 2 3 4 5 6 7 8 9 10		

(3c)

1
AXS-1

PROCESSING PRIORITY	CODING	SOURCE						RETAIN BY	ROUTING	RETURN TO:	REPRODUCTION QUANTITY		ORIGINAL TO:
		A	B	C	D	E	F				MCID	MCIA	
1		CREDIBILITY	1	2	3	4	5	6	<input type="checkbox"/>	<input type="checkbox"/>			
2		RELIABILITY	1	2	3	4	5	6	<input type="checkbox"/>	<input type="checkbox"/>			
3		TREATMENT	21	22	23	24	25	26	UNTIL:	WHEN:			
DIS. CARD		MCID EVAL	X	Y	Z	W	V	U				DISTR. LIMITED BY:	
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
18													
19													
20													
21													
22													
23													
24													
25													
26													
27													
28													
29													
30													
31													
32													

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division Alaska Air Command	REPORT NO. IR-16-49	64425 PAGE 1 OF 3 PAGES
--	------------------------	----------------------------

1. Two (2) separate sightings were made by a B-29 crew of the 379th Reconnaissance Squadron (VLR) weather on 29 March 1949, which indicate the possible presence of an alien aircraft.

a. The first sighting was made at 2200 local time at 4500 feet with the heading of the B-29 45° true and the apparent heading of the object 245° true. The object showed a dull yellowish light and was traveling at an estimated 200 - 300 mph, passing under the B-29 with about 100 feet clearance.

b. The second sighting was made at approximately 2250 local time at an altitude of 5000 feet. The B-29 was on a southerly course when the object passed over about 1000 feet above, heading in a northerly direction at a fast rate of speed.

c. The intensity of the light at both sightings appeared about the same and was readily distinguishable from a pilot balloon.

d. Weather at both sightings was 3/10ths to 5/10ths strato cumulus cloud tops to 5100 MSL. Visibility unlimited.

e. The only reported traffic was a Northwest Airlines aircraft which had taken off around 2200 and was reporting on course.

2. Comments of preparing officer:

It can be seen from the accompanying sketch that change is well within the range of conventional aircraft from any of the four bases listed, although the presence of jet aircraft would be problematical based on performance of our B-50 with tip tanks. Facts which serve further to discount the presence of jet aircraft in the area are:

a. It is extremely difficult to see the exhaust of a jet aircraft unless nearly astern.

b. It is impossible to see the exhaust when approaching head-on.

Richard S. Smith
 MAJOR R. SMITH
 1st Lt, USAF
 Chief, Contact Section
 Office of Director of Int. Liaison
 Alaska Air Command

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

16-54070-1 U. S. GOVERNMENT PRINTING OFFICE

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

Amc

UNCLASSIFIED

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

af-64425-1

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY		REPORT NO.	(LEAVE BLANK)
SUBJECT Sighting of Unidentified Flying Object			
AREA REPORTED ON Alaska		FROM (Agency) Director of Intelligence, Alaskan Air Command	
DATE OF REPORT 12 April 1949	DATE OF INFORMATION 4 April 1949	EVALUATION 1-7	
PREPARED BY (Officer) Lt Col E. G. Smythe		SOURCE F. 5011.3 Air Base Squadron	
REFERENCES (Control number, directive, previous report, etc., as applicable) Confidential wire from COMALAC, General, Alaskan Air Command. 44-6-10-17 DTR 0511.3.			

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.)

On 19 March 1949 crew members of B-29 44-64101, assigned to the 37th Reconnaissance Squadron (VLR) Detachment, sighted an unidentified flying object over Seward, Alaska at approximately 4000 feet, speed estimated between 200 and 400 mph.

12
19

DIRECTOR:

George Murray

GEORGE MURRAY
Major, USAF
Director of Intelligence

9-3912-16

INCL

- 1. 1st Lt J. E. ... (ri)
- 2. 1st Lt ... (ri)
- 3. 1st Lt ... (ri)
- 4. 1st Lt ... (ri)

T.I. 51 MIF 28

DISTRIBUTION BY ORIGINATOR

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

16-55309-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

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

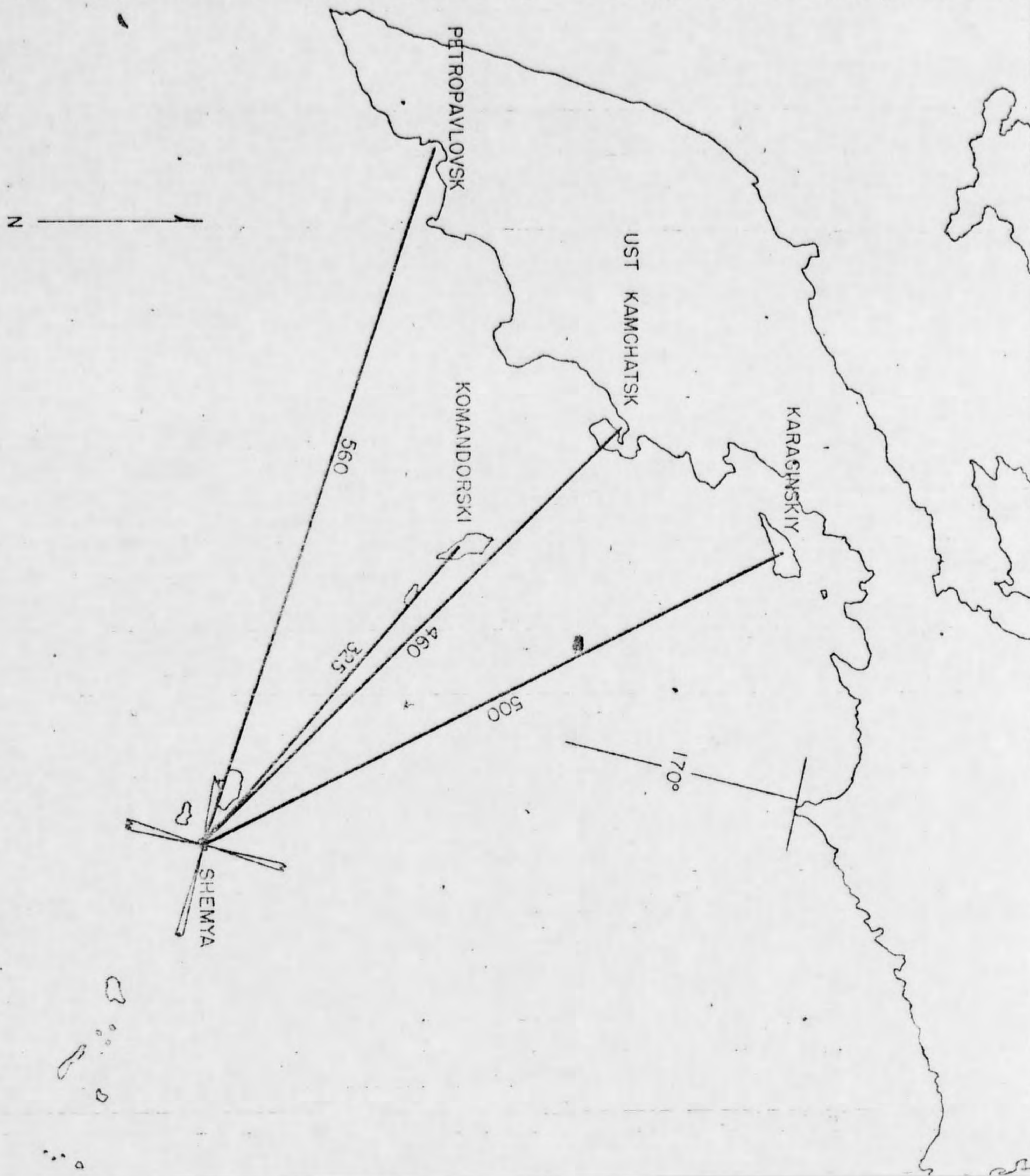
39241

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division Alaskan Air Command	REPORT NO. IR-16-49	64425 PAGE 7 OF 3 PAGES
---	------------------------	----------------------------



UNCLASSIFIED CONFIDENTIAL

664425

HEADQUARTERS 57415 AIR BASE SQUADRA
SBSVA AIR FORCE BASE
APO 729, U S Army

1 April 1946

STATEMENT

1st Sighting

"Altitude B-29 2500 feet indicated on pressure altimeter. Light approximately 100 feet below. Approximately heading of B-29 45 degrees true. Approximate apparent heading of light 2.5 degrees true. Intensity estimated as that of a 40 watt bulb at 200 feet. Weather clear over the island at the time. 3/10 to 5/10 stratus cumulus clouds in the vicinity of the island. Visibility unlimited at 2500 feet."

2d Sighting

"Altitude B-29 5000 feet indicated and actual radar height. Light estimated 1000 feet above. Heading of B-29 southerly on north leg of range. Heading of light northerly. Same intensity as first sighting. Weather 3/10 to 5/10 stratus cumulus clouds tops to 5100 MSL. B-29 in the clear at the time. Visibility unlimited."

Base weather sent up an upper wind balloon shortly after the sightings. It was of the penlight coil type. We were on a southerly heading at the time and I picked out this light when approximately 15 miles out, yet I did not see the "light" until we were no more than 300 yards from it. There was no resemblance between the two lights. The pilot balloon light was bright and hardly more than a pinpoint and the other light was dull and of a yellowish tinge and fairly large.

The pilot balloon was released from base operations and went up in a slightly south easterly direction over the water and directly ahead at our altitude while we were flying the north leg of the beam. Yet the "light" was north east of base operations by at least 500 yards on the first sighting.

At both sightings the light appeared to be moving toward us at a high speed."

*Robert H. D...
Robert H. D...
1st Lt. USAF
Weather Observer
37th Reg Sq (W) 1st AF*

Ind #1

64425

HOWARD HARRIS 57715 AIR BASE SQUADRON
SHENYA AIR FORCE BASE
AF 729, U S Army

4 April 1954

STATEMENT

Position of our aircraft was over the island of Shemya at approximately 2500 feet. The time was approximately 2205 local. Our heading was 98 degrees. Visibility was good. I first noted a white light approaching from head on. It passed under our ship with about 100 feet clearance. At the same time the left scanner reported an aircraft passing underneath us. The apparent speed of the object was fairly fast. (Approximately 200 - 300 miles per hour).

The next sighting was made at approximately 2236 local. Our position was just south of Shemya at approximately 5000 feet. Visibility was good and ceiling was unlimited. We were in a turn to the right and our ship was heading in a south westerly direction when a white light was observed to pass over the aircraft in a northerly direction at a fast rate of speed. The object appeared to be approximately 1000 feet above our ship.

No further sightings were made.

Howard Harris
HOWARD H. HARRIS
1st Lt. USAF
375th Recon Sq (VRS) TCS

NO INFO TO BE RELEASED
EXCEPT AFTER 15 APR 54
DOWNSIDE 620910

File 2

CONFIDENTIAL

164425-3

HEAD QUARTERS 5021ST AIR BASE SQUADRON
SHEPHERD AIR FORCE BASE
AFB 729, U.S. Army

5 April 1948

STATEMENT

On March 25, 1948 at approximately 2330 hours EST I was standing outside of hangar number 2 watching for one of our aircraft which was coming in for a landing.

I saw something go across at approximately 5000 feet at a speed of approximately 300 mph I didn't give it much thought at the time as I thought it was our plane with an engine torching. When the crew got down I ask them if they had an engine torching and they said no, but they saw the same object. I would say the object was going about due north at the time I saw it.

William A. Brown

WILLIAM A. BROWN
S/Sec USAC
AF 16 214 960
Assistant Line Chief

UNCLASSIFIED BY 7002 INT/STW
DATE 08-12-2004

CONFIDENTIAL

UNCLASSIFIED

CONFIDENTIAL

HEADQUARTERS 521ST AIR BASE SQUADRON
SHINYA AIR FORCE BASE
AFB 729, U.S. Army

File #
W64425

4 April 1945

STATEMENT

"On the night of 29 March 1945 I took off from Shinya at 2140 hours BSO on a routine Loan Ailer weather reconnaissance mission. Since an engine was feathered shortly after takeoff, I decided to remain aloft over Shinya approximately three hours to lighten the weight of the aircraft before landing. At approximately 2205 hours while approaching Shinya range from the southwest at an altitude of 2400 feet, the co-pilot and left scanner reported that we had passed a lighted object approximately 100 feet below us. This I reported to Search tower and asked if there were any other aircraft in the vicinity. The only reported aircraft was a Northwest Airlines aircraft which had taken off a few moments previously and reported to be on course. I alerted the entire crew to be on the lookout for any aircraft in the vicinity.

At approximately 2235 hours while in a procedure turn at 5000 feet just south of the island a light was sighted approaching from our left. This was clearly seen to pass directly overhead and on to our right to vanish among scattered clouds in the distance. Since we were in a turn and on a westward heading at the time, the light was in a northerly heading. At the time I judged it to be 1000 feet above us and travelling 300 - 400 miles per hour. The possibility of this light being a meteor confronted me, but it was traveling in what seemed a definite horizontal altitude and the light seemed steady in intensity, which diminished the possibility of this being a meteor. The light itself seemed to be a blue-white color and had the appearance of an exhaust in shape. This was reported to Search tower.

"There were no further observations."

James S. Gist

JAMES S. GIST
1st Lt. USAF
AO 77650
Pilot - B-29 Superfortress
375th Bomb Sq (H) USAF

Index 4

CONFIDENTIAL

UNCLASSIFIED

Page 2

Incident 379C

Name and address of observer:

1st Lt James S. Gist, 375th Recon Sqd (VLR) Wea.
Hq 5021st Air Base Sqd, Shemya AFB, APO 729, U. S.
Army

Occupation and hobbies:

B-29 Pilot

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

NARRATIVE SUMMARY:

Statement: "On the night of 29 March 1949 I took off from Shemya at 2140 hours BST on a routine Loon Able weather reconnaissance mission. Since an engine was feathered shortly after takeoff, I decided to remain aloft over Shemya approximately three hours to lighten the weight of the aircraft before landing. At approximately 2205 hours while approaching Shemya range from the southwest at an altitude of 2400 feet, the co-pilot and left scanner reported that we had passed a lighted object approximately 100 feet below us. This I reported to Semichi tower and asked if there were any other aircraft in the vicinity. The only reported aircraft was a Northwest Airlines aircraft which had taken off a few moments previously and reported to be on course. I alerted the entire crew to be on the lookout for any aircraft in the vicinity.

At approximately 2235 hours while in a procedure turn at 5000 feet just south of the island a light was sighted approaching from our left. This was clearly seen to pass directly overhead and on to our right to vanish among scattered clouds in the distance. Since we were in a turn and on a westward heading at the time, the light was in a northerly heading. At the time I judged it to be 1000 feet above us and traveling 300-400 miles per hour. The possibility of this light being a meteor confronted me, but it was traveling in what seemed a definite horizontal altitude and the light seemed steady in intensity, which diminished the possibility of this being a meteor. The light itself seemed to be a blue-white color and had the appearance of an exhaust in shape. This was reported to Semichi tower.

There were no further observations."

/s/ James S. Gist
JAMES S. GIST
1st Lt USAF
AO 777650
Pilot - B29 #44-62202
375th Recon Sq (VLR) Wea

UNCLASSIFIED

UNCLASSIFIED

INCIDENT NO. 3796

1. Date of Observation 29 March 49 Date of Interview 4 April 49
2. Exact Time (local) (1) 2205 (2) 2235
3. Place of Observation Shemya AFB, Alaska
4. Position of observer (1) Air, B-29, (a) 2400 ft, NE (2) Air, B-29, (a) 5000 ft
Westward course
5. What attracted attention to object. Co-pilot and scanner.
6. Number of objects
7. Apparent size
8. Color of object Blue-white
9. Shape Like exhaust flame
10. Altitude (1) 2300 feet
11. Direction from observer
12. Distance from observer (1) object passed 100 feet under plane.
13. Direction of flight of object(s)
14. Time in sight
15. Speed 300-400 MPH
16. Sound and odor
17. Trail
18. Luminosity Steady intensity
19. Projections
20. Maneuvers Traveled in horizontal altitude
21. Manner of disappearance (2) Vanished in scattered clouds
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions.

(over)

UNCLASSIFIED

Page 2

Incident 3718

Name and address of observer:

S/Sgt William A. Brown, Hq 5021st Air Base Sqd
Shemya Air Force Base, APO 729 U. S. Army

Occupation and hobbies:

Soldier
Assistant Line Chief

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

NARRATIVE SUMMARY:

Statement: "On March 29, 1949 at approximately 2330 hours BST I was standing outside of Hangar number 2 watching for one of our aircraft which was coming in for a landing.

I saw something go across at approximately 5000 feet at a speed of approximately 300 mph I didn't give it much thought at the time as I thought it was our plane with an engine torching. When the crew got down I ask them if they had an engine torching and they said no, but they saw the same object. I would say the object was going about due north at the time I saw it."

/s/ William A. Brown
WILLIAM A. BROWN
S/Sgt USAF
AF 16 244 940
Assistant Line Chief

UNCLASSIFIED

INCIDENT NO. 379B

1. Date of Observation 29 March 49 Date of Interview 4 April 49
2. Exact Time (local) 2330
3. Place of Observation Shemya, AFB, Alaska
4. Position of observer Ground on flight line
5. What attracted attention to object.
6. Number of objects
7. Apparent size
8. Color of object
9. Shape
10. Altitude 5000 feet
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight
15. Speed 300 MPH
16. Sound and odor
17. Trail
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions.

(over)

UNCLASSIFIED

Page 2

Incident 379A

Name and address of observer:

1st Lt Floyd M. McAllister, 375th Ren Sqd (VLR) Wea
Hq 5021st Air Base Sqd, Shemya Air Force Base,
APO 729, U. S. Army

Occupation and hobbies:

Officer USAF

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

NARRATIVE SUMMARY:

Statement: "Position of our aircraft was over the Island of Shemya at approximately 2500 feet. The time was approximately 2205 local. Our heading was 90 degrees. Visibility was good. I first noted a white light approaching from head on. It passed under our ship with about 100 feet clearance. At the same time the left scanner reported an aircraft passing underneath us. The apparent speed of the object was fairly fast. (Approximately 200 - 300 miles per hour).

The next sighting was made at approximately 2236 local. Our position was just south of Shemya at approximately 5000 feet. Visibility was good and ceiling was unlimited. We were in a turn to the right and our ship was heading in a south western direction when a white light was observed to pass over the aircraft in a northerly direction at a fast rate of speed. The object appeared to be approximately 1000 feet above our ship.

No further sightings were made."

/s/ Floyd M. McAllister
FLOYD M. MCALLISTER
1st Lt USAF
375th Ren Sq (VLR) Wea

UNCLASSIFIED

1. Date of Observation 29 March 49 Date of Interview 4 April 49
2. Exact Time (local)(1) 2205 (2) 2236
3. Place of Observation Shemya AFB, Alaska
4. Position of observer (1) Air, B-29 (a) 2500 ft, 90° heading (2) Air B-29 (a) 50 Southwesterly Course
5. What attracted attention to object. White light
6. Number of objects 1
7. Apparent size
8. Color of object White
9. Shape of light
10. Altitude (1) 2400 ft (2) 4000 ft
11. Direction from observer (1) straight ahead (2) Southerly
12. Distance from observer (1) Passed under ship, 100 ft below (2) Passed over ship, 1000' above.
13. Direction of flight of object(s) (1) East to west (2) Northerly
14. Time in sight
15. Speed 200-300 MPH
16. Sound and odor
17. Trail
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions. Visibility good, ceiling unlimited.

(over)

UNCLASSIFIED

Page 2

Incident 379

Name and address of observer:

1st Lt Robert A. Dittmar, 375th Rec'n Sqd (VLR) Wea
Hq 5021st Air Base Sqd, Shema AFB
APO 729, U. S. Army

Occupation and hobbies:

Officer USAF
Weather Observer

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

NARRATIVE SUMMARY:

STATEMENT: 1st Sighting

"Altitude B-29 2500 feet indicated on pressure altimeter. Light approximately 100 feet below. Approximately heading of B-29 45 degrees true. Approximate apparent heading of light 245 degrees true. Intensity estimated as that of a 40 watt bulb at 200 feet. Weather clear over the island at the time. 3/10 to 5/10 strato cumulus clouds in the vicinity of the island. Visibility unlimited at 2500 feet."

2nd Sighting

"Altitude B-29 5000 feet indicated and actual radar height. Light estimated 1000 feet above. Heading of B-29 southerly on north leg of range. Heading of light northerly. Same intensity as first sighting. Weather 3/10 to 5/10 strato cumulus clouds tops to 5100 MSL. B-29 in the clear at the time. Visibility unlimited.

Base weather sent up an upper wind balloon shortly after the sightings. It was of the penlight cell type. We were on a southerly heading at the time and I picked out this light when approximately 15 miles out, yet I did not see the "light" until we were no more than 300 ~~yaxxix~~ yards from it. There was no resemblance between the two lights. The pilot balloon light was bright and hardly more than a pinpoint and the other light was dull and of a yellowish tinge and fairly large.

The pilot balloon was released from base operations and went up in a slightly south easterly direction over the water and directly ahead at our altitude while we were flying the north leg of the beam. Yet the "light" was north east of base operations by at least 500 ~~yaxx~~ yards on the first sighting.

At both sightings the light appeared to be moving toward us at a high speed."

/s/ Robert A. Dittmar
ROBERT A. DITTMAR
1st Lt USAF
Weather Observer
375th Recn Sq (VLR) Wea

UNCLASSIFIED

INCIDENT NO. 379

1. Date of Observation 29 March 1949 Date of Interview 4 April 1949
2. Exact Time (local) (1) 2205 (2) 2236
3. Place of Observation Shamya, AFB, Alaska
4. Position of observer (1) Air, B-29 (a) 2500 ft, 45° T heading, (2) Air, B-29, 5000 Southernly course
5. What attracted attention to object.
6. Number of objects 1
7. Apparent size Larger than pilot balloon light
8. Color of object Dull yellowish tinge
9. Shape of light
10. Altitude 2400 ft
11. Direction from observer
12. Distance from observer 300 yds
13. Direction of flight of object(s) (1) 245° T heading, (2) Northernly
14. Time in sight 3 minutes
15. Speed High speed
16. Sound and odor
17. Trail
18. Luminosity of 40 watt light bulb
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on Clouds
23. Additional Information Concerning Object- Pilot balloon released, went up in slight SE direction yet light was NE.
24. Weather Conditions. (1) Clear .3 to .5 strato cumulus clouds, visibility unlimited at 2500 ft (2) tops at 5000 MSL

(over)

1. Aircraft

UNCLASSIFIED