

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"

WATSON, W. H. S, S/A, SAC 4th AF

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Statement of [REDACTED] b6
at Boise, Idaho, July 12, 1947

To Whom It May Concern:

On the sixth day of July, 1947, I received from [REDACTED] b6
[REDACTED] of the Statesman Newspapers, incorporated in Idaho as
The Statesman Printing company, an assignment which was in substance:

"Conduct an aerial search of the northwest states in an effort to see and photograph a flying disc. Conduct this patrol for so long a time as you believe reasonable, or until you see a flying disc."

In accordance to these instructions, I took the Statesman's airplane, and with [REDACTED] as passenger, flew a seven and one-half hour mission on the seventh day of July, 1947. This mission was without result. It covered an area embracing the confines of the Hanford plant in Washington, and territory between and around Mt. Rainier and Mt. Adams, where [REDACTED] b6 first reported seeing objects henceforth described as saucers or discs.

On the eighth day of July, 1947, I took an AT-6 of the 190th Fighter squadron, Idaho National Guard, of which I am a member, and flew to northern Idaho, into northwestern Montana briefly, to Spokane, Washington, and back to Boise by way of Walla Walla, Washington, and Pendleton, Oregon. This search also was negative.

On the ninth day of July, 1947, I continued the search, again using a national guard AT-6, this time centering my efforts over the Owyhee mountains west and southwest of Boise, a portion of the Mountain Home desert on a track southeast of the Mountain Home army air base, thence into the Sawtooth mountains, and back in the general direction of Boise on a line carrying me well to the north of the Shafer butte forest service lookout station, into the Horseshoe Bend area, and thence back in a southwesterly direction to a point between Boise and the village of Meridian, west of Boise a few miles.

During this march, which lasted approximately two and one-half hours, I flew under and around rapidly forming cumulus clouds over that area known as the Camas Prairie, east of Boise. The clouds were near the village of Fairfield in that valley, and Fairfield is 75 miles airline distance east of Boise. At that time I saw nothing in the vicinity of these clouds.

At the time I reached the point between Boise and Meridian, I was flying at an altitude of 14,000 feet mean sea level, which would be a mean average of 11,000 feet above the earth in this area, not considering errors in the altimeter induced either by barometric changes since my takeoff, or by the temperature at that altitude.

I turned the aircraft on an easterly heading, pointing toward Gowen Field, and had flown on that course for perhaps a minute when there suddenly appeared in the left hand portion of my field of vision an object which was black and round.

I immediately centered my gaze on the object. At that time, due to its erratic movement, I thought I was seeing a weather balloon. I called the CAA communication station at Boise, and asked if the weather station had recently released a balloon. The reply from communicator Albertson was that the bureau had not. I do not remember his exact words; I am under the impression he said "not for several hours" or gave me the exact time of the previous release, which was around 03:30 that day.

ENCLOSURE

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Upon hearing this response, I turned the aircraft broadside to the object, pulled back the plexiglass covering to avoid any distortion, took my camera from the map case, and exposed about 10 seconds' duration of eight millimeter motion picture film. During the time the camera was at eye level, I could not see the object because of minuteness of scope introduced by the optical view finder with which the camera, an f.l.8 Eastman, was equipped.

Taking the camera away and once again centering my gaze on the object, I observed it to roll so that its edge was presented to me. At this time it flashed once in the sunlight. It then appeared as a thin black line. It then performed a maneuver which looked as if it had begun a slow roll, or a barrel roll, which instead of being completed, was broken off at about the 180-degree point. The object rolled out of the top of the maneuver at this point, and I lost sight of it.

This entire performance was observed against the background of clouds previously forming over the Gannas Prairie. The object appeared to me, relatively, as the size of a twenty-five cent piece. I do not know how far away it was. I do not know, nor can I truthfully estimate its speed. I can only say it was not an airplane, and if it was at a very great distance from me, its speed was great, taking into consideration that apparent speed is reduced to the viewer if an object is a very great distance away.

I forgot to look at my clock to determine the exact time I saw the object. The CAA's log of radio contacts shows my first contact to have been made at 12:17 hours. But a few seconds elapsed between the time I first saw the object, and the time I called the CAA's station.

I subsequently related over the radio a description of what I saw, and communicator [REDACTED] may remember it. The control tower may have a recording of the conversation. I have not checked to determine.

The purpose of my relating over the air that I saw was to enable rapid transmission of the report to the newspaper, for at that time I was on assignment and my energies thenceforth were devoted to (1) transmitting the information and (2) conducting a further search, which I did after landing for fuel and to make some telephone calls.

The next search, begun within half an hour after landing from the first one, consumed another two hours, but was negative. I explored thoroughly the region where I saw the object.

Immediately after sighting the object, I asked if there were other aircraft in the area. There was a F-51 of the 100th squadron practicing maneuvers in the vicinity of Luna, but that was behind me. A C-47 passed over Boise, but I saw that aircraft go beneath me by some 2,000 feet. The P-51 in the vicinity of Luna proceeded to the area where I saw the object, at my request, and conducted a search. It was negative. During the afternoon, flights of P-51s were sent out to cover the area, and some of them flew high altitude missions on oxygen. These searches were negative.

I was subsequently informed that personnel on both the United Air Lines side of Jowen field, and on the national guard side, observed a black object maneuvering in front of the same cloud formation, which by now had grown so that the clouds reached a probable height of 19,000 or 20,000 feet from a mean base of 12,500 or 11,000 feet, mean sea level. Three of these men were national guard personnel and I talked to them,

asking them to describe what they saw, before telling them my story, in order to avoid suggestion or inference of a leading nature. They saw the object (from the ground) while I was on my second search. They believed the time to have been 14:00 hours. The object performed in the same erratic manner, they said, as I observed.

The above is the extent of the story, and information concerning myself is now in order.

I have approximately 2600 hours of flying time in equipment ranging from primary trainers to B-29s. Of course, that does not increase my powers of observation except as to those practiced daily by an airman. It does not make my eyesight any sharper except again as to the incidental demands upon the eyes of a pilot.

At the time of the experience related above, I had flown fourteen and one-half hours on an assignment to find a disc and if possible, to photograph it. In all frankness, I was tired. I may have been suffering, although slightly, from want of oxygen.

Prior to sighting the object, I had concluded there was no point in pressing the search, that I probably would never see the disc-like objects referred to by [redacted] and by [redacted] of United Air Lines.

At all times during the search, both on that day and the two preceeding days (particularly when I was with [redacted] I had literally talked to myself to keep beating into my head that I would not fall victim to the power of suggestion or self-hypnosis arising from a naturally very intent desire to find a disc and bring success to the assignment given me.

I therefore do not believe that I was the victim of suggestion or hypnosis. I am familiar with the optical illusion of a fixed object beginning to move after it is watched a sufficient length of time. I know what tricks the eyes will play as to moving bodies, and have learned of this particularly during night formation flying.

I saw the object appear suddenly. If it had moved in a jerky fashion (as it did at first) for the full length of time I observed it, I would not be so strong in saying that I saw something not an aircraft, not a balloon, and not a corpuscle moving across the retina of either eye. The maneuver described by the object when its edge was presented to me convinces me that I saw an object actually performing in an erratic flight path.

The question remains, of course, whether I saw it. The motion picture film, developed and processed by [redacted] in the Eastman laboratories at 241 Battery Street, San Francisco, showed no trace of any object. [redacted] says that if it was more than a mile distant from me at the size I described, the object would not have registered sufficiently on the film to be shown. He said it probably was too far away to be apparent even through great enlargement of the negative, and enlargement in that case is limited because of the size of the film and the fact I did not have any telescopic equipment on the lens. The exposure was f.16, stop set at infinity, at a speed of 16 frames per second.

I have worried over this matter a great deal since seeing it. I "took myself aside" and said, "come now, [redacted] don't be stupid." But I cannot bring myself to the point of thinking I did not see anything. The impression of the moment was too vivid, too realistic, and I knew in the air when I saw that partial slow roll or barrel roll, that I was not a victim of illusion.

I trust this matter will be of help to those investigating the Flying Disc phenomena which have been reported.

A chart is attached depicting the movements of the object as I

[redacted]

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saw it.

This statement is made voluntarily and freely, in response to the request of Mr. Brown and Captain Davidson, who called on me this morning.

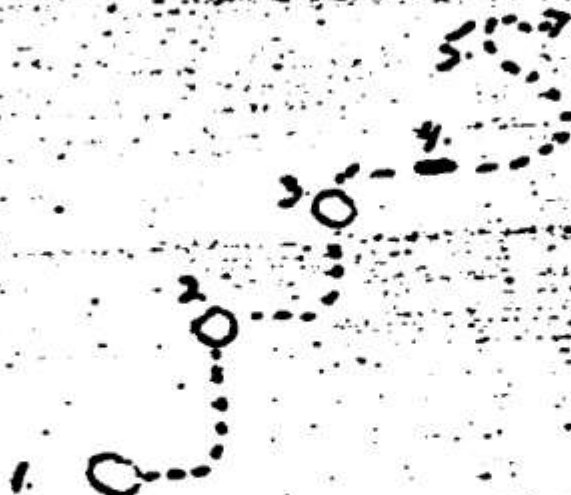
/s/ [redacted] *ht*

Subscribed and sworn to before me, a notary public, this 12th day of July, 1947.

/ [redacted] *bt*

[redacted]

Chart to which reference is
made on page six, statement
of [REDACTED] b6



This design portrays the movements of the object to which reference is made in the attached statement. At all times the object appeared as black. Positions (1), (2) and (3) show the jerky, rising motion. Position (4) is where the object rolled, presenting its edge to me. It then followed the dotted line, rolling over the top of the maneuver and disappearing at position (5).