

Engineering Division
Memorandum Report No. 182000-001-000
26 April 1949

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perman at Fort Hunt and other towns in Kentucky a few hours earlier. All saw it in the southeast and many thought it was only a few miles away. The Commanding Officer at Goodson Field observed it for 1 1/2 hours, (beginning at 2300). During this time it obviously remained stationary. It was "observed" by four National Guard pilots, one of whom remained after having been up to 20,000 feet. It was also reported by persons in Lexington, Madisonville, and Elizabethtown.

The significant fact that emerges from these reports again is the inability to estimate distance. It appears possible that persons over parts of Kentucky and Ohio may have been seeing the same astronomical phenomena which was a great many miles away. Nevertheless each believed it to be relatively near his own location.

Incident No. 571.

A National Guard Pilot returning to Farge, North Dakota, in a P-51 at approximately 2100 hours saw a small light in the air below him. He was then in the traffic pattern. He dived on the light. The light gained altitude. The pilot "checked" it up to 14,000 feet, making various passes at it and attempts to run it as he checked. He finally stalled out.

Several inferences can be drawn from the several reports about this incident. In the first place, when it is night, and a pilot is turning as steeply, and going with violent acceleration, that he sometimes blacks out, as was the case here, it would be very difficult if not impossible to judge at the same time what another object was doing. In the second place, if the pilot kept his eyes intensely on the object, as also was the case here, he would have great difficulty in knowing and reporting later what he himself was doing. The situation is very conducive to loss of orientation. In other words, it is impossible to infer

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