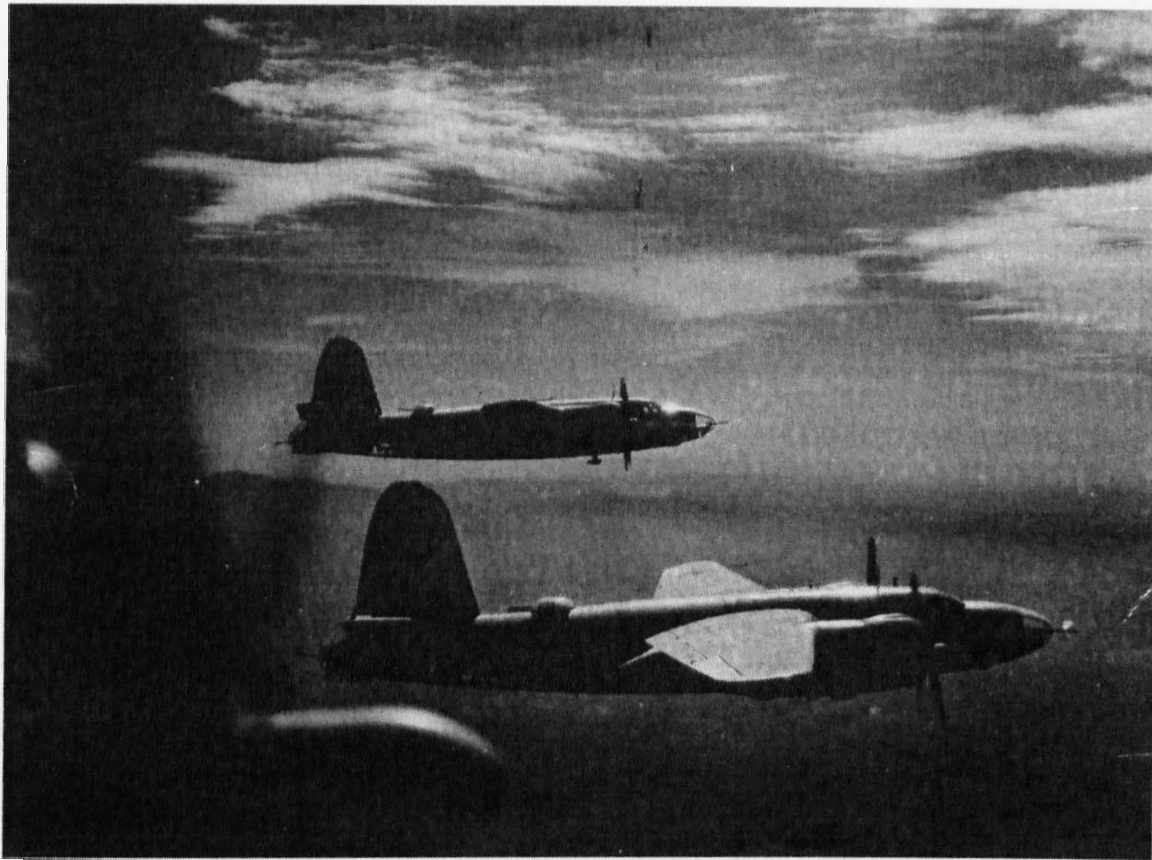


The Foofighters Files (1)

Catalogue of Unconventional Aerial Phenomena Reported by Allied pilots during WW II (1943-1945)

*Dominique F. Weinstein
Copyright October 2009*



"Another outstanding feature occurred late in October 1943. While flying an intruder mission in the Rhine Valley, Capt. Edward Schlueter and Lt. Don Myers experienced contact with the first "Foo Fighters", referred to such by Lt. Myers for the lack of better name and because of the eerie feeling it gave the crew. At first these two officers were taunted by their buddies and began to wonder if they had developed combat fatigue. However other crews began to report seeing FooFighters in the Rhine Valley at night, thus the FooFighters were definitely established as an existing phenomena"

From 415th Night Fighter Squadron, Unit History

To Dick Haines,
my friend and Master in this field
of VAP Study.

All the very Best.

Amihé

Dominique Waiskin

Sept. 25, 2012
PARIS, FRANCE

Introduction

During World War II, between 1942 and 1945 on both European and Pacific theater, many allied pilots reported the sightings of unconventional aerial phenomena of various kind but more especially ball of lights maneuvering near their aircraft. Named Foo-Fighter by US pilots, they disappeared in Europe with the end of the war in May 1945 and continued to appear in Southeast Asia and Pacific until the war in Pacific ended. First seen as new German secret weapons, then transferred to Japan before the end of the WWII, these phenomena have never been officially explained.

Most of the authors or researchers working on Unidentified Flying Objects (UFO) considered the *Foofighters* as one of the first modern aspect of these phenomena. They have often written that German pilots encountered the same phenomena without quoting any case. Never the less, the author has not found any reports from German pilots concerning the sighting of such phenomena as described by Allied pilots. Many possible explanations like physical atmospheric phenomena, St Elmo's fire (static electricity), meteors, German remote-controlled devices to track the course of aircraft or other German secret flying devices were suggested.

Testimony¹ of Albert Rosenthal, fighter controller (USAAF 64th Fighter Wing): "During the winter of 1944-45 I was fighter controller with the 64th Fighter Wing supporting the 7th Army in France and Germany. Flying under our control was the 415th Night Fighter Squadron (NFS), flying Beaufighters. When there were no enemy air activities, they would engage in intruder sweeps into southwestern Germany. We repeatedly received reports from Beaufighter crews of similar phenomena, which they named "foo-fighters". At times they seemed to be associated with concentrated flak, and at other times were reported to explode when pursued. It was also asserted that they caused a slight response on A.I. radar". "We never did solve the problem of what they were. Theories propounded included "St Elmo's fire" (a form of static electricity), German barrage balloons, meteors, and gremlins from the Black Forest nearby. And of course we suspected the possibility of some new secret weapon."

In early 1945, scientific opinion² was learning more towards German weapon technologies. Scientist generally agreed the objects were not radio-controlled. They were convinced there was no known possible way a ground-operated unit could control the object in tight turns, maintain close proximity to the aircraft, etc. Physicists felt that if the objects were able to conduct such close formation with the aircraft, **there must be some kind of magnetic or other force involved**. In *Science News Letter*, released on 13 January 1945, it was written : "It was felt the foofighters were neither incendiary nor explosive device, but instead were conventional device intended to dazzle the eyes of the pilots, breaking down

¹ Testimony of Albert Rosenthal fighter controller in a letter to the USAF Intelligence on 21/02/1952.

² In Strange company, Keith Chester, p.125

penetrate the bright object with no result. After 10 minutes, the bright object changed its position at a fantastic speed and took position at 200 yards from the wing and stayed in that position. The crew of the bomber following behind has experienced the same phenomenon.

Sources: Audio track interview of Ronan Savinsky from Wendy Connors' Faded Disc Archives / MUFON UFO Journal #290 p.18

Case 3
Summer 1942, Tasman Peninsula, Australia

At 1750, a RAF pilot flying on patrol sighted an object looking like a singular airfoil of glistening bronze color with a dome on top. He described it as 150 ft long and 50 ft in diameter with a dome on top which reflected sunlight. The object flew alongside the aircraft for a few minutes and then suddenly turned away at a "hell of pace". It made another turn and then suddenly dived straight into the ocean.

Sources: Beyond Top secret, Timothy Good, 1996, p;152 / The OZ files, Bill Chalker

Case 4
August 11/12, 1942 Near Aachen, Germany

On the evening, British bomber crews flying in Aachen area observed a phenomenon described as a bright white light rising from the ground. It reached approximately 8,000 feet, then it flew on a more or less level course for about two minutes. It was brilliant white in color. Several crews reported that these "rockets" were zigzagging along the ground before taking off in a climbing turn. Some crews said that the brilliant white periodic bursts occurred which may have caused a change of course. Other crews reported that it flew in circular course. The color eventually faded to an orange and the object was last seen heading toward the ground.

Source: Strange Company, Keith Chester, 2007

Case 5
August 17-18, 1942 Onasbruck, Germany

A RAF bomber crew flying at 15,000 feet near the town of Onasbruck observed a rocket with a long white tail of light on the same altitude of their aircraft. Three other crews reported the same thing. No explosive bursts were seen.

Sources: HQ Coastal Command, Intelligence Command, Intelligence summary N°166, 30 August to 6 September, 1942 / Strange Company, Keith Chester, 2007.

Case 6
November 1942, Atlantic Ocean, Bay of Biscay, France

The crew of an aircraft belonging to an anti-submarine squadron was flying over the Bay of Biscay when he reported the sighting of a huge object which followed and passed their plane. The tail gunner was the first to see this "strange aircraft without wings". The others, including the assistant Engineer confirmed the sighting and the "intercom became a jumble mess of

incoherent squawks". The sgt with a K-20 camera was shooting pictures. By the time the object was flying behind the aircraft at 5 o'clock position. It was difficult to to determine its distance and the object which appeared "massive", soon gained altitude without visible means of propulsion. In view for about 15 minutes, the object finally executed a 180° angle turn and disappeared. Out of a number of exposures taken by the Sgt only one with filter showed details.

Sources: From the written testimony of one of the crew member (C.J.J.) published by CRIFO Orbit, January 1955.

Case 7
November 28-29, 1942 Turin, Italy

During a night bombing raid on Turin, Captain Lever and his crew flying a Lancaster of RAF 61 Squadron saw twice a strange object. The object was believed to have been 200-300 feet in length and its width was estimated at 1/5 or 1/6 of its length. Its speed was estimated at 500 mph. It had four pair of red lights spaced at equal distance along its body. These lights did not appear in any way like exhaust flames. The object kept a level course. The object was seen first at 22h40 after the bombing, while the Lancaster was at 11,000 feet. The object was travelling South-East at the same altitude or slightly below the aircraft. The second sighting occurred at 22h45, the aircraft was approaching the Alps at 14,000 feet when the object was seen travelling West-South-West up a valley in the Alps below the level of the peaks. The lights appeared to go out and the object disappeared from view.

Sources: RAF Station Syerston to HQ, N°5 Group, 2/12/1942 / Memorandum "Enemy Defenses-Phenomenon, from HQ, N°5 Group to HQ Bomber Command, 3/12/1942 / Military Intelligence Division, WDGS, N°133, 14/12/1942 / Strange Company, Keith Chester, 2007.

Case 8
December 9, 1942 Somme Estuary, France

Early in the evening B.C. Lumsden, pilot of a RAF Hurricane fighter flying at an altitude of 7,000 feet saw two bright lights that rose from the ground toward his aircraft. He turned and observed the lights which climbed slowly and became bigger. At 7,000 ft, the lights stopped climbing and stayed level with the plane. They positioned themselves behind the plane at the same altitude. The pilot made another full turn but the lights stayed behind him. Then he nosedived down to 4,000 ft, and the lights followed his every maneuver, keeping the same relative position. Finally they descended about 1,000 ft below him, but when he leveled out, they rose again and resumed pursuit. The two lights maintained an even distance from each other and varied only slightly in relative height from time to time, one remaining slightly lower than the other. Finally the pilot was able to shake them off.

Sources: "Wartime Experience", newspaper article, Project 1947, Jan Aldrich / UFO Encyclopedia volume 2, 1st edition, Jerome Clark / Lumières dans la Nuit (LDLN) n°330.

Case 9
1943

Atlantic Ocean, between USA and England

One night (month and day not specified) the pilot and the eight crew members of a US Navy PB-2Y5 observed a single lighted red-orange object which flew in formation off the wing of the aircraft. The pilot repositioned the aircraft several time. Each time the object matched the maneuver. The UAP took off ahead of the plane and vanished from sight in 30 seconds.

Sources: Dr Richard Haines Files / Project 1947, Jan Aldrich

Case 10

March 13, 1943 Naples, Italy

The 376 Bomb Group (US 9th Air Force) observed twice "Roman candle" lights. The first sighting came up from the water and glowed in the sky for a few seconds. About 30 seconds after leaving Naples, the second sighting, a bright very large red light appeared at the aircraft altitude (17,000 feet). According to the crew, "it looked like a huge irregular mass of neon, and was a steady light, not a reflection". Turning away from the light, the crew said it "remained motionless in the place where first seen."

Sources: US Army Air Forces in the Middle East, Periodic Intelligence summary, March 20-27. / Strange Companies, Keith Chester, 2007

Case 11

March or April, 1943 Tunisia

At night the pilot of a Hurricane from the RAF 73rd Squadron (nightfighters) encountered an unusual light as other squadron members.

Sources: Letter to RNZAF in Air Department file 39/3/3 NS vol. 1 / Project 1947, Jan Aldrich

Case 12

April 5, 1943 Air Corps Ferrying Command Base, Long Beach California, USA

At 0950, Gerry A. Casey instrument flight instructor and four students flying a BT-13A training plane observed an orange round-shaped or more elliptical (more than 10 ft in diameter) object flying alongside in formation with his aircraft. The object appeared to shimmer in bright sunlight. Then it shot away from the aircraft position disappearing in a climbing turn toward the ocean at about 7,200 mph. When the object accelerated away from the plane it changed color from orange to white. No opening cockpit or openings, no propeller or any type of propulsion were observed. Total duration : 1 mn

Sources: Pilot's report / Project 1947 Jan Aldrich.

Case 13

May 1943 Above the English Channel

Upon returning from a night bombing raid over Germany, Bomber Captain Gordon W. Cammell and all the crew members of a RAF Lancaster night bomber reported the sighting of

a huge orange ball. It seemed stationary on or near the sea level at 7-8,000 ft below the aircraft. During the next ten minutes, the crew watched the stationary illuminated object, projecting a bright and constant light. According to witnesses, the object was not an aircraft or a ship on fire since there were no flames or reflections on water.

Sources: Pilot's report / Project 1947, Jan Aldrich

Case 14
May (or July), 1943, Tunisia

At night the pilot of a RAF Hurricane fighter (73rd Squadron) sighted one bright light which he described as the "light" or "the thing". Other pilots also encountered the phenomenon several times.

Sources: Letter and report form from Andy Roberts Collection / List of Cases prior to 1947, Jan Aldrich

Case 15
May 12-13, 1943 Duisburg, Germany

Just after leaving Duisburg, the crew of a RAF bomber flying at 20,000 feet saw a "meteor" traveling from North of the target in a southerly direction at about 16,000 feet. The object was reddish-orange in color, and three times during the sighting, it emitted a burst giving off a green star. It disappeared from view when it had lost height to about 12,000 feet.

Sources: Military Intelligence Division WDGS, military attaché report N°159, 27/05/1943 / Strange Company, Keith Chester, 2007.

Case 16
May 13-14, 1943 Pilsen, Germany

During the night, the crew of a RAF bomber reported the sighting of one object giving off a sequence of sparks and a having a definite tail leaving a trail of smoke. It was seen to travel about ten miles before falling to the ground, where it burned out after one minute. The crew who made the report stated that they had seen similar phenomena on previous occasion in approximately the same area and also in neighbourhood of Kiel.

Sources: Military Intelligence Division WDGS, military attaché report N°159, 27/05/1943 / Strange Company, Keith Chester, 2007.

Case 17
May 23-24, 1943 Dortmund, Germany

During a night raid on Dortmund, several RAF bomber pilots reported to have observed these "rockets" not only in the approaches to the Ruhr and the target area, but also over Holland. These phenomena appeared to have been similar to the "meteor" projectiles recently reported, but on this occasion they were flying at lower altitudes, some quite close to the ground, and mainly in horizontal direction.

Sources: Military Intelligence Division, WDGS, Military Attaché report N°161, 30/05/1943 / Strange Company, Keith Chester, 2007.

Case 18
May 27-28, 1943 **Essen, Germany**

During the evening Captain Ray Smith (pilot) and his crew were flying at 18,000 feet a RAF four-engine Halifax Bomber. They crossed over the coast of Holland and then over the Ruhr Valley, heading towards Essen. Their target was clearly visible. Captain Smith was the first to see the strange looking object in front and slightly portside of their aircraft. The object was silvery-gold in color, larger than the aircraft, and sharply defined. Its shape was cylindrical and had several portholes evenly spaced along its side. The pilot noticed that the object was not in motion, just suspended in the air at a 45° angle. Sergeant Gordon Cockcroft and most of the crew observed the phenomenon which remained in position for about 20 or 30 seconds before it climbed abruptly at an incredible speed, possibly several thousands mph and vanished from sight. Upon returning to base, they were debriefed by their Unit intelligence officers.

Sources: Foo-fighters, the RAF experience, by David Clarke and Andy Roberts

Case 19
June 25, 1943 **Elbe Estuary, Germany**

A pilot of the 1st Air Division reported the sighting of 12 flat objects (size 6 ft square) which felt like leaves. No explosions.

Sources: Project 1947, Jan Aldrich / Data on Unusual Objects and Missiles Encountered on missions, 8th Air Force Files, Feb-May 1945

Case 20
September, 1943 **France**

A flashing jet black cigar-shaped object was seen traveling at three times the speed of the plane when it abruptly stopped 1 miles away. Then it turned and circled the aircraft.

Source: Analysis of UFO-like data before 1947, L. Winkler, FUFOR.

Case 21
September 6, 1943 **Stuttgart, Germany**

During a raid on Stuttgart, two crew members of a Flying Fortress (384th US Bomb group) flying between 22,000 and 24,000 feet observed silvery colored discs coming from above the aircraft. At that time there were enemy aircraft 2,000 to 3,000 above and ahead of the bombers but they were not seen to drop any material. These objects were a mass of material, which did not dissipate as it streamed down, fell slow. According to one witness it was about 75 feet long and 20 feet wide (size from top to bottom as it fell). The cluster was made of small round objects silvery in color. Some objects were observed to fall on the wing of a B-17. The wing immediately started to burn. This B-17 did not return.

Sources: US Confidential memo, A-2 duty desk, Subject: Observation of silvery discs on mission to Stuttgart on 6 sept. 1943 / Strange Company, Keith Chester, 2007

Case 22

October 14, 1943 Schweinfurt, Germany

Returning from a bombing mission over Germany several B-17s crews from the 384th Bomber Group observed a group of luminous discs flying straight on them. One of the pilots had to maneuver to avoid a collision. His right wing went through the group of discs without any effects. One of the discs collided with the rear part of the B-17 with no damage. At 20 ft behind the disc there was "a mass of black debris of varying size in cluster of 3 by 4 ft.

Sources : Black Thursday, Martin Caidin / UFO Encyclopedia Volume 2, Jerome Clark / Above top secret, Timothy Good / Project 1947, Jan Aldrich

Case 23

November 26, 1943 Bremen, Germany

Green Rings of flame of 2-3 feet in diameter, corkscrewed through formation as if they were floating in the air.

Sources: Project 1947, Jan Aldrich / Data on Unusual Objects and Missiles Encountered on missions, 8th Air Force Files, Feb-May 1945

Case 24

December 11, 1943 Edmen, Germany

During a daylight raid over Edmen, the bombers were approaching the target between 21,000 and 24,000 feet altitude when crews observed and unidentified object. The object was described as being about the size of a thunderbolt aircraft which passed 50-75 yards beneath the formation flying straight and level at a terrific speed. It left a streak like a vapour trail, which was all white and remained visible for a very long time. The object passed so quickly that the witnesses could not describe it better.

Comment: It was probably a German jet-propelled aircraft.

Sources: Consolidated Flak report (5-17 Dec 1943) N°192, 22/12/1943 / Strange Company, Keith Chester, 2007

Case 25

December 14, 1943 Naples, Italy

At night, the pilot of the 255th Night Fighter Squadron (NFS) flying a Bristol Beaufighter reported dogfights with "the light" a bright light which out climbed the aircraft. The small round bright light was behind them at the same altitude and speed, possibly a little faster. It stayed right on their tail but occasionally moved side to side of the Beaufighter. It displayed no aggressive behaviour. The pilot, Squadron leader Wells, tried to maneuver its bomber around to the object's rear to get off a shot but failed. The opportunity to engage the light in combat ended as it only lasted one or two minutes before disappearing in another direction.

Sources: Project 1947, Jan Aldrich / letter, report form, logbook extract, Andy Roberts' Collection

Case 26

Late, 1943

Central Germany

During daylight, Sgt Louis Kiss, the tail gunner of the B-17 "Phyllis Marie" from the 390th Bombardment group - 3rd Division of the 8th Air Force, reported the sighting of a gold sphere (size of a basket ball) which approached the aircraft from behind and below. Then the sphere hovered just above one wing after slowly moving from the rear. Soon it passed over the top of the bomber to the other wing where it hovered again. Kiss was tempted to shoot at it with his machine gun but, considering the proximity of the ball to the B-17's gas tank, he thought better of it. As he watched, the ball moved toward the rear of the plane again, became caught in the B-17's backwash and rapidly disappeared into the remainder of the B-17 formation. Kiss reported it to his intelligence officer.

Sources: Project 1947, Jan Aldrich / Just Cause #32.

Case 27

1944

South Atlantic

At night, four pilots of military Air transport aircraft observed two bright lights which came toward the plane, separated and went around the aircraft, then turned and flew along side for 4-5 minutes.

Source: Project 1947, Jan Aldrich

Case 28

January 2-3, 1944

Halberstadt and Hannover, Germany

Flight Lieutenant Mortimer a Mosquito pilot (RAF 463 Squadron) reported: "engaged by two "rockets in the vicinity of Halberstadt and later near Hannover, 90° alteration of course made and definitely established that rockets altered course. Overtook us slowly, appearing with a fiery head and blazing stern on a parallel course. Initial velocity seemed to be fairly great". It disappeared without explosion. Duration: one minute.

Comments: According to Allied assessments, remote-control rockets were not in operation at that time.

Sources: Raid report M/463 Squadron night 2-3 Jan. 1944 / Strange Company, Keith Chester, 2007

Case 29

January 5, 1944

Kiel, Germany

During a daylight raid on Kiel and no longer after departing the target area, several crews of the 40th Combat Wing (306th Group) observed "black plate sized discs, leaving a smoke trail, which did not explode".

Sources: Operational report, 306th Bomb Group / Strange Company, Keith Chester, 2007

Case 30
January 28, 1944 **Over France**

The crew of a British Mosquito night fighter (23rd Squadron) observed airborne red lights seen dead eastern. The Mosquito orbited but made no contact. The lights were seen several times but the pilot was unable to trace any aircraft.

Sources: Mediterranean Allied Coastal Air Force (MACAF) report 28 January 2008 / Strange Company, Keith Chester, 2007

Case 31
February, 1944 **Bass Strait, Australia** **(39°30 S / 145°50 E)**

During february 1944, at 2:30 am, the crew of a RAAF Beaufort bomber flying at about 4,500 feet above Bass Strait sighted a "dark shadow " which appeared alongside the plane and kept pace with it, at a distance of only 35 meters. The Bristol Beaufort was travelling at about 235 mph. The object had a flickering light and flame belching from its rear end. The strange object stayed with the bomber for some 20 minutes, during which time all radio and direction-finding instruments refused to function. It finally accelerated away from the plane at approximately three times the speed of the bomber.

Sources: "A preliminary Study of Fifty Seven Pilot Sighting Reports involving Alleged Electro-Magnetic Effects on Aircraft Systems", Preliminary report, Haines Richard F. et Weinstein, Dominique F., NARCAP, 2001 / Above top secret, Timothy Good / The OZ Files, Bill Chalker / MUFON International Symposium 1987.

Case 32
February 4, 1944 **Frankfurt, Germany**

During a massive raid on Frankfurt, the crew of the 303rd Bomb group sighted a stationary object "of tear drop shape, resembling a balloon just above the clouds at 16,000 to 17,000 feet. During the same raid, the crew the 92nd Bomb group saw at ten miles from their aircraft one object that appeared

Source: Strange Company, Keith Chester, 2007

Case 33
February 19-20, 1944 **Coblentz and Aachen, Germany**

A silver cigar-shaped object like an airship was observed in Coblentz at a distance of 2-3,000 yards. It flew on a parallel course, at the same altitude and gradually dropping eastern. It appeared to turn towards the aircraft, passing from starboard to port. In Aachen, it was reported that the object a line of windows along its bottom.

Sources: Consolidated Flak Liaison Officer report , 7 March 1944, N°205/ Strange company, Keith Chester

Case 34
February 24-25, 1944 **Southwest of St Quentin, France**

During a night operation against targets in Schweinfurt (Germany), three silver objects, about 30 feet long were seen 1,000 feet below and 600 yards eastern of the observers. They were described as looking like Zeppelins and moving in formation independently of the wind. They were apparently not interconnected. The report stated that a closer view was obtained and still

there remained confusion over the object's identity. Balloons and dirigibles were apparently ruled out, indicating that some form of unknown aircraft was encountered.

Sources: Consolidated Flak Liaison Officer report / Strange company, Keith Chester, 2007

Case 35

March, 1944

Yakima, Washington, USA

A pilot in flight observed seven pebble-shaped (10 ft diameter) objects flying in V formation.

Source: Project Delta, Richard F. Haines p 178

Case 36

March, 1944

Carlsbad, New Mexico, USA

Captain Reida, a USAAF B-29 pilot observed a bright spherical green object with a flare flying at great speed. It made abrupt turns and disappeared above the horizon.

Sources: the UFO Evidence, Richard Hall, NICAP 1964 / Above top secret, Timothy Good / La chronique des ovnis p.266 / LDLN #330

Case 37

April 11-12, 1944

Germany

An alleged air-fired projectile was seen to follow for about one minute and to be gaining on the observer, when the corkscrew turns were made it pursued the aircraft at first, then losing altitude, curved away to the ground.

On the same time a similar sighting took place in the same area, both reports are believed to be the same phenomenon. The second observer (in a different aircraft) saw one object approaching from a distance of six miles to starboard and 2-3 miles in front; a large orange glow was emitted, leaving a smoke trail. The projectile was then observed to make a turn of approximately 120° towards the aircraft, lose height and disappeared into a cloud.

The object described in these two reports may have been glider bombs.

Sources: Consolidated Flak Liaison Officer report MI 15, 4 May 1944 / Strange company, Keith Chester, 2007

Case 38

April 25, 1944

France

During a mission over France, a crew member of a 8th USAAF B-17 bomber reported a "probable" Messerschmitt Me-163, jet propelled aircraft. He saw twice, within a couple of miles, a black teardrop shaped craft, once passing directly in front of his B-17.

Sources: US Strategic Air Forces in Europe Air Intelligence Summary N°26, 7 May 1944 / Strange company, Keith Chester, 2007

Case 39

April 26, 1944

Essen, Germany

While returning from a night mission over Essen, Arthur Horton pilot of the RAF 622 Squadron and his crew were flying at 20,000 feet, about 50 miles from their target. Both

gunners alerted the pilot that they were followed or chased by "four orange glows" at some short distance eastern. The glows were travelling extremely fast and gaining on the aircraft. The four objects had "short stubby wings" and were following them in pairs: two from portside and two from starboard side. Bernard Dye (mi-upper gunner) thought the objects had a fire-like glow with sparks emitting from their tail, looking like "large oranges" about the size of footballs. The pilot immediately reacted to the objects' aggressive nature", and dropped the aircraft out of the sky. He began a series of corkscrews and turns, with the things following everything the pilot did, but making no move to attack them. One of the glows faded out and disappeared. By this time, most of the crew, except the pilot and the bomb-aimer had seen the objects. The remaining three objects stayed with them, duplicating their every move, until they had crossed the coast and were heading to the sea. The event lasted about ten minutes. The crew had travelled over 50 miles and had lost some 14,000 feet of altitude. They were at 6,000 feet when they disappeared. According to the gunners they just "faded out". Upon returning to base, the crew was interrogated by intelligence officers who made fun of their report.

Sources: Pilot's report / Project 1947, Jan Aldrich / Strange company, Keith Chester, 2007

Case 40

April 30, 1944

Near Anzio, Italy

Between 2100 and 2200, the pilot and the radar officer of a Bristol Beaufighter of the RAF 600 Squadron sighted an orange red glow following their plane . All evasive maneuvers, even going into clouds did not stop the object from pursuing them. Finally a dive into a cloud bank lost the object. No radar contact.

Sources: Project 1947, Jan Aldrich / Letter and data from logbook, Andy Roberts' Collection.

Case 41

June (2nd, 5th or 8th), 1944

Southwest of Florence, Italy

At midnight, the pilot of a RAF Bristol Beaufighter flying over the Florence - Rome road observed one bright red light which followed his aircraft. The pilot did several evasive actions with no result.

Source: List of Cases prior to 1947, Jan Aldrich

Case42

June, 1944

Adriatic Sea, Northeast of Bari, Italy

At 1100, the pilots of three USAAF P-38 from the 1st Fighter Group one round silvery disc flying above them at 50,000 ft. It dropped to about 40,000 ft and stayed 3 minutes with the formation of planes, then sped north out of sight.

Source: Project 1947, Jan Aldrich / Report form CUFOS

Case43

June, 1944

Stuttgart, Germany

Just after the invasion of France, a RAF Lancaster pilot, George Barton, and his crew were conducting a bombing raid on Stuttgart. As they approached their target area, they observed

“spheres” approximately “the size of a large football” following right on their tail, as though “they were caught in the aircraft’ slipstream. The pilot executed evasive maneuvers to get away from the “spheres”, while the rear gunner tried shooting them down. The “spheres” stayed right with them, and were not affected by the gunfire.

Source: Strange Secrets: real government files on the unknown, Nick Redfern and Andy Roberts, 2003 / Strange company, Keith Chester, 2007

Case 44
August 10, 1944 **Japan**

At night the crews of two B-29s from the 40th Bombardment group observed a green flare followed by an amber-orange flash horizontally across the nose of the aircraft.

Sources: List of Cases prior to 1947, Jan Aldrich / Uninvited Guests, Richard Hall, 1988, p.198 / UFO Encyclopedia volume 2, Jerome Clark

Case 45
August 10, 1944 **Between Palembang (Sumatra) and Ceylan**

In the evening, Capt. Alvah M. Reida and the crew of a USAAF B-29 bomber (468th Bomb Group, 792nd squadron, 20th Bomber Command based at Kharagapur, India) returning to their base after a bombing mission over Sumatra observed a bright orange spherical object (diameter : 2 meters) with a halo effect that paced off the starboard wing at about 500 yards. At that distance it appeared as a spherical object, probably 5 or 6 feet in diameter of a very bright intense red or orange light. The pilot took evasive action, but the object followed every maneuver for about 8 minutes. According to the pilot "When it left, it made an abrupt 90° turn up an accelerating rapidly. The co-pilot and right gunner saw also the phenomenon. According to the gunner, it came from 5 o'clock at our level and seemed to vibrate or throb constantly.

Sources: The UFO Evidence, Richard Hall, NICAP, 1964 / The UFO Encyclopedia, Volume 2, Jerome Clark / Lumières Dans la Nuit # 330 / Uninvited guests, Richard Hall, p.198 / Mysteries of the skies, Gordon Lore & Harold Deneault, NICAP, 1968 / US S-2 Flash report, ircraft N°4494, pilot Reida / Strange company, Keith Chester, 2007

Case 46
August 10-11, 1944 **Between Palembang (Sumatra) and Ceylan**

During the same mission (as previous case – see below), the crew of another 468th Bomb group aircraft was under continuous attack for one hour and 10 minutes, beginning 10 minutes after leaving the target area. Reddish-orange balls, about the size of baseballs suddenly appeared “out of nowhere” on the starboard beam. A momentary flash or trail about 6 inches long preceded the red-ball effect and this was followed immediately by an explosion. The balls appeared to break up into 4 or 5 fragments that flew in all directions, and appeared in fours, threes, twos and singly, but never more than four. There was usually about an interval of about ten seconds between volleys. The crews estimated that they observed a total of 250-300 bursts during the attack. The explosions were always off the right beam, never closer than 400 yards, never farther away than 700 yards, and always accurate as to altitude.

The aircraft was flying at 16,000 feet over an under-cast at 10,000 feet. No enemy aircraft was visible during the attack.

Sources: Consolidated Mission report, Group 468, Mission N°5, 10 august 1944 / Strange company, Keith Chester, 2007

Case 47

August 12, 1944

Pelice, South of France

RAF squadron leader Brian Frow and his crew were returning from a bombing mission of oil refineries in Southern France. Ronald Clairidge was operating the radar set, monitoring the screen for approaching German night fighters. Suddenly, a malfunction of some type occurred, which caused **the radar unit to stop working**. Clairidge quickly reported the problem to the pilot. They both saw a string of lights on starboard. The lights were circular, rather like portholes in a ship. The colour was very bright yellow changing to intense white. They were about a thousand yards from the Lancaster. The ones nearest were the largest and the brightest. After 30 seconds, they could see that the lights were in fact part of an enormous disc. Stunned the gunners fired, though no order was given them to do so. The disc hung motionless for about three minutes, then "suddenly shot ahead and was gone". Clairidge heard no noise of engines and saw no sign of exhaust or vapour trail. Back at base each crewman reported his sighting to the intelligence officers, who appeared not in the least interested or concerned about their sighting. Strangely the crew was warned not to discuss the sighting with anyone, including each other. They were told there was to be absolutely no written account of their sighting placed in their logbooks.

Sources: Bomber's Moon, David Clarke and Andy Roberts, UFO Magazine Volume 23, N°7 July 2003 / Strange Companies Keith Chester, 2007

Case 48

August 13, 1944

Kaoe Bay, Indonesia

On the evening, two B-25 crews were flying on a night mission to harass Japanese navy ships reported a strange light over southeast Kaoe Bay, Indonesia. A fighter of the 418th Night Fighter Squadron (NFS) was attached to the flight of B-25s. An S-2 officer (intelligence) of the 418th NFS interrogated the eight crew members of the two B-25 and the Night Fighter pilot. They sighted a "very brilliant light appearing to hover for at least five minutes over southeast Kaoe Bay, midway between Cape Tabobo and Cape Jawal". The report stated that "it has been established that the light was of magnesium intensity, that its position was some 200 feet below the overcast and some 3.5 miles from the shore. It is therefore suggested that such a light could have been dropped from an enemy aircraft flying in the overcast, and if the flare's composition resembled that of a standard US Army landing flare (which opens in about 200 feet where it is held in position by a 15 feet parachute and gives off intense light for about five minutes). This hypothesis would be consistent in every respect with the phenomenon as reported.

Sources: Memorandum from S-2, for final Mission report #226-DX-11, 13 august 1944, 418th NFS, Attention A2 / Strange Companies Keith Chester, 2007

Case 49

October 20th, 1944

Po Valley, Italy

On the evening, Lt Ryan and his navigator Lt Wohl, crew of a British Beaufighter, with the US 414th NFS were flying an intruder mission over Po Valley when they saw a red light that had the appearance of an aircraft light, but it disappeared and no contact was made.

Sources: Daily operations report, 414th NFS, 20 October 1944 / Strange Companies Keith Chester, 2007

Case 50

October 20, 1944

Northern Florence area, Italy

A Beaufighter crew of the 416th Night Fighter Squadron (NFS) was patrolling the area of northern Florence when crew members observed "two orange balls diving into the hills". They were unable to get close enough to clearly identified the object.

Sources: Daily operations report, 416th NFS, October 20 1944 / Strange companies, Keith Chester, 2007

Case 51

October 25, 1944,

Omura, Japan

During a mission on Omura Aircraft Assembly Plant, three B-29 crews of the 40th Bomb Group (under the command of William H. Blanchard) reported "high-altitude balloons on three separate occasions. A B-29 crew flying at 23,000 feet made the first sighting on their approach to the target of "one possible high-altitude balloon" described as "generally round in shape. A second crew sighted "a black free balloon, larger than a conventional barrage balloon, at about 15,000 feet, directly over Omura at 0116 Z. The balloon appeared to be rising. The third crew observed "eight to twelve large balloons" at 23,000 to 26,000 feet altitude about ten miles south of Omura. The color of the "balloons" was a silvery-gray and no cables were observed. They did not appear to be drifting and apparently remained stationary while in sight.

Sources: 20th Bomber Command, APO#Report of operations 25 October 1944 / Strange companies, Keith Chester, 2007

Case 52

October 29-30, 1944

Munich, Germany

Twelve B-17s (419th Bomber Squadron / 15th Air Force / 5th Wing) operating on 15 mn intervals, took off separately on a "Lone wolf" operation to harass the enemy. Their target was in Munich area. At 0145, one of the B-17 pilot, William A. Schultz, flying at 26,000 feet and approaching Innsbruck when suddenly the upper gunner reported that a boogie was heading toward them, looking like an apparent twin engine JU-88. The pilot dropped to a lower altitude and maneuvered his plane into thick clouds. When they had broken the high scattered clouds a strange phenomenon occurred. According to Schultz, "a light blue colored ball of fire, approximately three feet in diameter appeared about 40 feet off our right wing tip. It actually flew along with us for about 30 seconds with streams of fire trailing down, but it was too large to be a plane.

Sources: Project 1947, Jan Aldrich / The Raven, 301st Bomb group veteran's publication, August 1994 / Strange companies, Keith Chester, 2007

Case 53
October 30-31, 1944 **Cologne, Germany**

At 2125, leaving Cologne, Maurice Juberley (flight engineer) and the crewmen of a Halifax III (RAF 640th Squadron) have just completed a bomb mission, flying at 19,000 feet above the clouds. Suddenly, the rear gunner reported that a ball of fire was following the aircraft that was on a heading of 107 degrees. It described it as "a circular, pale orange, clean edge light, dead astern and which appeared to be closing. The pilot took evasive action (a corkscrew to port) and the crew lost contact with the light. A few seconds later a British aircraft flying nearby caught fire.

Sources: Project 1947, Jan Aldrich / Andy Roberts' Collection / Strange companies, Keith Chester, 2007

Case 55
November, 1944 **Santa Rosa, California, USA**

Lt Henry Giblin (pilot) and Lt Walter Cleary (radar observer) sighted a huge red light moving at 200 mph at 1,000 ft above their aircraft. The pilot made a wing over and dove. Then the light disappeared.

Sources: Analysis of UFO-like data before 1947, FUFOR p.62 / The American Legion Magazine, December 1945 / Project 1947, Jan Aldrich.

Comments : *During the night of 5-6 November 1944, between 17h32 and 00h05, four separate crew of P-61 Black Widows of the 422nd NFS in the Aachen-Bonn and Aachen-Cologne areas had reported what they suspected to be German flying jets (Me-262) and when pilots tried to chase the jets put on power and climbed out of sight. The sightings occurred close to Vogelsand Airfield in Aachen-Bonn area.*

Case 56
November 5, 1944 **Singapore**

One bomber crew of the XX Bombardment command was on a bombing mission on its target Singapore when they observed "a long purple-blue parabolic trail passed high across the nose of the aircraft at a distance of approximately 400 yards. The object passed the aircraft at the height of the parabola."

Sources: Headquarters, XX Bomber Command, APO #493, Report of operations, 5 November 1944 / Strange companies, Keith Chester, 2007

Case 57
November 10, 1944 **Coast of Formosa, West of Okayama, Japan**

During daylight, the pilot of a B-29 (?) reported the sighting of a black dot seen to hang in the air without movement or explosion. It was smaller than a flak burst, and looked like an object rather than a cloud of smoke.

Sources: Project 1947, Jan Aldrich / Weekly intelligence summary #11, 10 nov. 1944, HQ Eastern Air Command, South-East Asia.

Case 58
November 22, 1944 **over Germany**

At about 2200, returning from a mission against targets in Trondheim (Norway), Dennis Nolan, the flight officer, engineer and rear gunner flying an aircraft of RAF IX Squadron were over Germany at an altitude of approximately 12,000 feet when they saw a clearly defined "pyrotechnic pink" spherical object, fluctuating in brightness, following their plane. It made violent acceleration and deceleration and swift jerky movements from side to side. The rear and mid-gunners thought that it could have been a German jet fighter but did not fire on the object which did not attack them. Back at their base, the intelligence officers debriefing them showed great interest in their sighting but offered no explanation. The pilot underwent further interrogations by intelligence officers with the N°5 Group Intelligence section back at Morton Hall.

Comments: N°5 Group's ongoing investigation of "rocket" phenomena sightings had begun more than a year earlier.

Sources: Project 1947, Jan Aldrich / Letter, report from Andy Roberts' Collection / Strange companies, Keith Chester, 2007.

Case 59
November 23, 1944 **North of Strasbourg, France**

Around 2200, Capt. Edward Schlueter (pilot) and Lt. Donald Myers (Radar observer) of the USAAF 415th Night Fighter Squadron took off from Dijon. At 30 km from Strasbourg, they noticed several luminous sources. 8 to 10 objects glowing bright orange raced across the sky at tremendous speed. The pilot notified the radar operator who had no sign of the strange objects on the aircraft radar. The ground radar station had no echos. The pilot banked into the lights, anticipating a dogfight. They vanished completely, reappearing seconds later farther away. Five minutes later the row of light swept into a flat glide and disappeared. When the pilot had closed to the phenomenon they appeared like luminous globes of pulsating phosphorescent light.

Sources: The American Legion, December 1945 / The UFO Evidence, Richard Hall, NICAP 1964 / Mysteries of the sky, Gordon Lore & Harold Deneault, NICAP, 1968 / List of cases prior to 1947, Jan Aldrich / UFO Encyclopedia volume 2, Jerome Clark / Lumières Dans La Nuit #330.

Case 60
November 24, 1944 **Above Klagenfurt, Austria**

William D. Leet (pilot) and the crew of a USAAF B-17 (15th Air Force, 5th Wing, 2nd Bomb group) flying for a "lone wolf" bombing mission when their aircraft was suddenly caught in a blinding light for 2 to 3 seconds and Leet felt a sensation of heat. They completed the bomb run safely, encountering no flak, and turned to scurry back to their home airfield at Amendola in Italy. All at once a round, amber light off the left wing of the B-17, showing a perfectly circular outline, and paced alongside the plane for about 45 minutes before abruptly vanishing. During his debriefing, the pilot as informed that no German searchlights were known to be at Klagenfurt. The intelligence officer suggested that the amber disc was a new

German fighter or a remote control device radioing position information to anti aircraft guns, but the pilot replied that the object did not fire on them, nor had they encountered any flack.

Sources: To rule the sky, Lou Jagues & William D. Leet, 1979 / The Flying fortress and the Foo-fighter, William D. Leet, MUFON UFO Journal, 1979 : Strange companies, Keith Chester, 2007

Case 61
November 26, 1944 **Mannheim, Germany**

Between 18h00 and 19h30, Lt. Edward A. Schlueter pilot of a Beaufighter of the USAAF 415th Night Fighter Squadron (attached to the 64 Fighter Wing, Longvic Air Base, France) and his radar operator Lt Donald J. Meieron, were on an intruder mission reported that "Upon returning to base (Dijon-Ochey, France) saw a red light flying through area, came in to about 2,000 ft off starboard and then it disappeared in a long red streak".

Sources: USAAF 415th Night Fighter Squadron diary, November 1944, page 2 (classified secret) / Project 1947, Jan Aldrich / Strange Company, Keith Chester, 2007

Case 62
November 27, 1944 **Speyer, Germany**

Lt. Henry Giblin (pilot) and Lt. Walt Cleary (radar observer) of the 415th NFS flying at 1,000 ft observed a huge sphere emitting an orange light which seemed to maneuver 1,000 ft higher than their plane and at an estimated speed of 400 kph (200 mph). No echos on ground radar.

Source: Lumières Dans La Nuit #330.

Case 63
Late November, 1944 **Rhine river, close to Strasbourg, France / Germany**

A few days later, Lt. Schlueter and his radar operator were on another mission and the intelligence officer Captain Fred Ringwald accompanied them. They saw eight to ten lights in a row, glowing orange, and moving at a terrific speed. Schlueter thought they were enemy fighters but received confirmation by GCI that no other aircraft were up there with them. Schlueter turned his aircraft into the lights, but as he maneuvered toward them, the lights blinked off. They reappeared far off in the distance and then after about five minutes they "went into a flat dive and vanished". All the three men decided not to report the sighting which was too weird for them, even for Ringwald, the intelligence officer.

Sources: USAAF 415th Night Fighter Squadron diary, November 1944, page 2 (classified secret) / Project 1947, Jan Aldrich / Strange Company, Keith Chester, 2007

Case 64
December 2, 1944, **Villafranca, Ghedi Airfield, Italy**

Pilot Lt Baker and radar operator Lt Brown (414th NFS) were flying their Beaufighter Mark VI on an intruder mission over the Villafranca, Ghedi airfield area, in Italy. There was a heavy haze over the country, reaching to about 10,000 feet. During their three and one-half

hour mission, they observed "a steady seemingly hanging light". They closed their aircraft within three miles of the light before it disappeared.

Sources: USAAF, 414th Night Fighter Squadron, daily operation report, Mission 108, 2 December 1944 / Strange Company, Keith Chester, 2007

Case 65

December 14, 1944, 20 miles North of Breisach area, Germany

Between 22h05 and 24h00, the crew of a Bristol Beaufighter of the USAAF 415th NFS on an intruder mission was flying at 800 feet. Suddenly he saw "5 or 6 flashing red and green lights in T shape". Thinking they were flak, but ten minutes later he saw "the same light much closer and behind" his aircraft. He turned port and starboard and the lights followed. They closed in to about 8 o'clock and 1,000 feet and remained in that position for several minutes before disappearing.

Sources: USAAF 64th Fighter Wing Mission Report of the 415th NFS, December 17/18 / War Diary 415th NFS, December 18, 1944 / Strange Company, Keith Chester, 2007 / USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA USAAF 415th Night Fighter Squadron diary, 18 December 1944, abstract from the operation report (classified secret) / Remarkable luminous phenomena in nature, William L. Corliss, 2001

Case 66

December 15, 1944, Vicinity of Erstein, Germany

At 18h40, Lt Henry Giblin (pilot) and Lt Walter Cleary (radar operator) were flying their Beaufighter (USAAF 415th NFS) near Erstein (V-9381). They saw a brilliant red light at 2,000 ft going East at 200 mph. The red light appeared 4 or 5 times larger than a star. Due to A.I. (radar) failure the crew could not pick up contact, but followed it by sight as they pursued the light around an altitude of 1,000 feet, hoping to get close to have a better look. Finally the red light went out as it simply disappeared.

Sources: USAAF 415th Night Fighter Squadron diary, December 1944, abstract from the operation report (classified secret) / USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 67

December 23, 1944 Vicinity of Haguenau, 20 km from Strasbourg, France

At 6h00, a crew of the 415th NFS were patrolling from Sarrebourg to Strasbourg in the vicinity of Haguenau at 10,000 feet, when they saw two lights that "appeared to be a large orange glow" coming from the ground and heading toward their Beaufighter. The pilot reported: "Upon reaching the altitude of the Beaufighter, the lights levelled off and stayed on my tail for approximately two minutes". After two minutes the lights would "peel off and turn away, fly along level for a few minutes and then go out. They appeared to be under perfect control at all times".

Sources: USAAF Report by Captain F.B. Ringwald, Intelligence officer, 415th NFS, 30 January 1945 / Strange Company, Keith Chester, 2007

Case 68

December 23-24, 1944 Approximately 10 miles from Point X (Q-6745), Germany

The crew of the 415th Night Fighter Squadron noticed to the northeast, approximately five miles, a glowing red object shooting straight up, then changed suddenly to a plane view of aircraft doing a wing over and going into dive and disappearing.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007.

Case 69

December 24, 1944 Near Karlsruhe, Germany

At night, the pilot and a passenger (Edgard C. Clark, news correspondent) flying on a Bristol Beaufighter of the 415th NFS sighted a red ball-like object which appeared on the blacked-out ground below the aircraft and on their left. In split seconds they watched it take off, gaining altitude with tremendous speed. Then it levelled with the aircraft off the left wing. As the red ball continued along with the aircraft, the pilot went into evasive action in an effort to shake it. He turned, rolled, dived, climbed but the red ball stuck right to the aircraft. When the pilot turned back toward Karlsruhe, the red ball finally disappeared.

Source: Project 1947, Jan Aldrich / Newspaper article 17/04/1950 written by Edgar C. Clark (passenger)

Case 70

December 27, 1944 Rhine Valley, Germany

At 1h05, the crew of the 415th NFS observed saw two yellow streaks of flame flying at the same altitude (3,000 feet) off their port side. They also saw "red balls of fire" that stayed up for ten seconds, approximately 45 miles away. Responding to the yellow streaks, the pilot turned starboard and dropped in altitude, but the yellow streaks "disappeared from view. Requested by the pilot, GCI Blunder answered that they had no annemy aircraft on their screen in that area. The crew was instructed to return to "Angels 10". They felt was thought to be prop whas ; very distinct. They noticed also several groups of ligts off port while patrolling in vicinity of Q-9050 and R-1556. Lights made "distinct lines somewhat like arrows".

Sources: USAAF, 64th Fighter Wing, Mission report of 415th FS squadron, December 26/27 1944 / USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 71

December 26-27, 1944 Vector 090 near Point V-7050, Germany

At night, during a patrol the pilot of a night fighter of the 415th NFS observed airborne white lights. The staggered evenly, vertically, and the crew could see from one to four swing at once. The lights appeared stationary at 10,000 feet.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 72
December 26-27, 1944 **Vicinity of Worms, Germany**

At night, the crew of a Beaufighter from the USAAF 415th Night Fighter Squadron observed one light at the same altitude. Then they saw lights coming within 100 feet. The pilot peeled off and took an evasive action but the light continued to follow the aircraft for five minutes. The light then "pulled up rapidly and went out of sight".

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 73
December 27-28, 1944 **Vicinity of Point Q-1378, Germany**

At night, a crew of the 415th Night Fighter Squadron while patrolling on north heading noticed lights suspended in the air moving slowly and would then disappear. They were orange in color. The lights appeared singly and in pairs. The crew observed these lights four or five times during the same period.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S, A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 74
December 27-28, 1944 **8 miles northeast of Luneville, France**

At 19h10, the crew of a Beaufighter from the 415th Night Fighter Squadron while patrolling at 10,000 feet saw three sets of three lights (red and white). The lights were closing in fast, one on starboard and one on port from 1,000 to 2,000 feet to the rear and closing in at Angels 10 (10,000 feet altitude). Taking evasive action, the pilot peeled off and dropped his aircraft down at Angels 8 (8,000 feet) and the lights went out. The crew called GCI Chruhman to see if there was anything in the area and they received a negative reply.

Not far away, around the time, the crew of another 415th NFS aircraft reported orange lights suspended in the air, "moving slowly" before disappearing. The pilot said the lights appeared singly and in pairs and he observed these lights four or five times.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / 64th Fighter Wing, Mission report:415th NFS, December 27/28, 1944 / Strange Company, Keith Chester, 2007 / USAAF, 415th Night Fighter Squadron, War diary, December 1944, (Classified Secret) Project 1947, Jan Aldrich / Remarkable luminous phenomena in nature, William L. Corliss, 2001

Case 75
December 28, 1944 **Trier, Germany**

At 13h11, during a bombing mission over Neuwied and Koblenz, several crews of the USAAF Third Bombardment Division flying at 24,000 feet, observed "a green ball about six inches in diameter" which was "motion less and did not appear to have anything supporting it". Within a half an hour of sighting the green ball, two M-163 German rocket propelled fighters were observed: one at 13h11, being chased by three P-51 Mustang fighters and another at 13h49 coming out of the clouds at 11,000 feet.

Sources: Third Bombardment Division Operational Intelligence Report-Tactical Targets, A-2, 28 December 1944 / Strange Company, Keith Chester, 2007.

Case 76

December 28, 1944

Germany

At night, Major Harold Augspurgen (Commanding Officer of the 415th NFS) and his radar operator, Lt Austin Petry took off in his Bristol Beaufigther "Nightmare" from France and flew between 8,000 and 10,000 feet. After crossing the German border, they lowered their altitude to 500 to 1,000 feet, looking for targets of opportunity, searching for any signs of life and anything that had a light. Their low-level hunt went on for about ninety minutes and proved to be an uneventful mission. But moments later, while they were still over Germany, something else was flying up there with them and its lights were on. Major Augspurgen was looking for up to find something flying parallel with them. Suddenly his attention was focused upon "a white light out off to the starboard, right off the wing." Trying to understand what was flying with its lights on, he asked his radar operator who had his radar screen remained clear. Lt Petry looked up and saw it too. Major Augspurgen was not able to estimate its distance and size. He said: "it was a big light far away or a small light close in to us. H first thought it was a flare, or maybe an aircraft but was unsure. It gave him the impression that it was pacing them, possibly keeping them under surveillance. He decided to have a closer look and to try to pick it up on radar. He turned in towards the strange white light. The Beaufigther was bearing down on its target, heading straight towards it and getting closer. Lt Petry reported nothing was showing up on his radar screen, and could not understand why because it was working just fine. Then about thirty seconds later, the target "just took off and went straight up." Climbing "straight up at a tremendous speed" for a couple thousand feet until the light vanished, simply disappearing. Total duration: four to five minutes.

Sources: Letters and interviews with Harold Augspurgen in 2003 and 2004, by Keith Chester / Strange Company, Keith Chester, 2007.

Case 77

December 1944

Between Frankfurt and Karlsruhe, Germany

Lt Owen H. Davis (pilot) and Lt Warren G. Rodick (radar operator) of the 415th NFS were on an intruder mission above Germany. Weather conditions were changing from clear to rain to snow. There were no German aircraft in the area and their radar screen was clear. Suddenly three to four very bright balls of light flew within one hundred feet of their wing. The balls were completely illuminated. They were red, yellow, white, and blue in color and seemed to be the size of a tennis ball at arm's length. The witnesses could not discern any kind of structure within the shape of the colored lights. For twelve minutes, the pilot performed evasive action, turning, climbing to higher altitudes, trying to elude the lights, but they remained right with them. The lights were able to keep the same distance from them no matter what kind of maneuver Lt Davis tried. The radar operator felt that they were some kind of markers to track their Beaufigther's height and speed. Ut no antiaircraft fire or enemy night fighter attacks came. The chase finally ended when the lights simply disappeared. Between December 1944 and January 1945, Warren Rodick had no less than nine sightings.

Sources: Correspondence with Warren Rodick by Keith Chester / Strange Company, Keith Chester, 2007.

Case 78

December 1944 or January 1945 Rhine Valley, Germany

During the day, Major Joe Thompson flying a Mustang P-51 of the 109th Tactical Reconnaissance Squadron saw 4 or 5 silvery football-shaped object.

Sources: Nashville Tennessean Magazine, October 30, 1966 / Project 1947, Jan Aldrich

Case 79

1945

Formosa

The radio operator of a USAAF B-24 observed a vertical chain of luminous globes in spiral which climbed toward the plane.

Sources: Project 1947, Jan Aldrich / Inside Saucer Post Blue, Leonard Stringfield, p.8

Case 80

January 1, 1945

Germany

A pilot of the 415th NFS was followed by three luminous white and red objects.

Source: The UFO Evidence, Richard Hall, NICAP, 1964 / Lumières dans la Nuit #330

Case 81

January 1, 1945

Zuder Zee, North central Germany

During the night, pilot Lt Jack Green and navigator Lt Warren Barber from the 653rd Squadron (25th Reconnaissance Bomb Group) were conducting a meteorological mission over Belgium, Holland and north central Germany. For four and a half hours, they flew their Mosquito under radio silence orders. They were flying at 30,000 feet over Zuder Zee on their approach to Berlin. It was 2h30 when the strange lights first appeared. According to Lt Green, the night was "beautiful and starry." It was also very cold and at that altitude, temperatures reached 50 to 60 degrees below zero. The battle of Bulge was raging below them. "Suddenly, dead ahead, at the same altitude, were two balls of fire orange. The pilot first thought that it was jets. But then it became apparent that they were moving in their direction at a rate of closure that was not unusual. As they moved, they seemed to be in tandem, as if somehow connected, retaining the same apparent distance from each other. They came in straight line towards them, then they moved so as to pass off their starboard wing at the same altitude. At a point about 120 degrees from their nose, they shot upwards at a rate of climb that could only be describe as incredible. At a point about 70 degrees up from the horizon, the ball of fires went out.

As they continued their flight, two other pairs of these lights appeared suddenly off their port wing, flying level formation with them. They appeared quite close and slightly larger than those they saw first. They shot up to 60 or 70,000 feet, higher than the aircraft, in front of it, and them zoomed towards the back. According to Lt Barber, "they were three-foot circular light, like a ball and they did not appear to be solid. The lights could change speed rapidly, climbing and diving, and it seemed to me that they were being used nto position us." The lights remained 20 minutes before they disappeared.

When they arrived back at the base, Lt Green said the next day their report was given to their squadron's Air Intelligence officer who told them to keep it secret.

Duration: 20 minutes

Sources: Air Intelligence of the Eight Air Force, George Sesler, 1996 / Strange Company, Keith Chester, 2007 (Personnal correspondance of Keith Chester with Warren Barber in 2003).

Case 82

January 10, 1945

10 miles south of Iwo Jima, Japan

On the night of January 10, eight B-24s of the 42nd Bomb Group and two with the 11th Bomb Group were on a "snooper mission" to target Iwo Jima. About ten miles south of the island, several crewmen observed an amber light which passed parallel and at the same altitude off the right and disappeared into clouds.

Sources: Mission report n°11-140, from First Lt Kinsey Jones, Assistant A-2, VII Bomber Command, to Headquarters VII Bomber Command, 17 January 1945 / Strange Company, Keith Chester, 2007

Case 83

January 14, 1945

vicinity of Ingweiler, Rhine Valley, France

At 20h00, a pilot of the 415th Night Fighter Squadron reported a large orange glow in the sky, approximately five feet in diameter at 6,000 feet altitude.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 84

January 30, 1945

Halfway Between Wissemburg and Landau, Germany

At about 1h00, a crew of the 415th Night Fighter Squadron noticed a foofighter which was off the starboard and rear at Angels 2. The lights were amber and one was 20-50 feet above the other and about 30 seconds duration. The "Foofighter was 1,000 feet away and following. The lights were about a foot in diameter. The lights disappeared when Travel 34 turned into them.

Sources: USAAF, Report from Captain F.B. Ringwald, Intelligence Officer, 415th Night Fighter Squadron, To A/C of S,A-2 XII Tactical Air Command, January 30, 1945, NARA / Strange Company, Keith Chester, 2007

Case 85

February 2, 1945

Colmar area, France

At 18h45, a 415th NFS Beaufighter crew was travelling over Colmar area when a green light appeared in the sky. Passing by their starboard side, it was "moving rapidly", travelling at three to four thousand feet altitude in an East to West direction about four miles ahead of the fighter.

Sources: 64th Fighter Wing Mission Report, 415th NFS, February 2/3, 1945, NARA / Strange Company, Keith Chester, 2007

Case 86

February 8, 1945

Between Breisach and Strasbourg, France

A 415th NFS Beaufighter crew was returning from an intruder mission when they reported that for approximately one minute they observed a "yellow light at 9,000 feet" that "was ten miles northwest of Strasbourg."

Sources: 64th Fighter Wing Mission Report, 415th NFS, February 7/8, 1945, NARA / Strange Company, Keith Chester, 2007

Case 87

February 9/10, 1945

Riegel, Germany

The crew of a 415th NFS Beaufighter was flying near Riegel, Germany. They reported a "very bright light moving slowly through the air at 6,000 feet, which lasted for 20 seconds," but they were unable to determine its point of origin.

Sources: 64th Fighter Wing Mission Report, 415th NFS, February 9/10, 1945, NARA / Strange Company, Keith Chester, 2007

Case 88

February 13, 1945

Between Rastatt and Bishviller, Germany

At 1910, several pilots of the 415th Night Fighter Squadron sighted two sets of lights at 3,000 ft. The night fighter attacked and turned into them, "one of the sets went out and the other went straight up to 2-3,000 ft, then went out". Bringing his plane around the pilot was surprised to see the "lights in their original position again." On their way back to their home base they saw again the lights in their original position.

Sources: Project 1947, Jan Aldrich / USAAF 415th Night Fighter Squadron, Mission Report 13/14 February 1945 / Strange Company, Keith Chester, 2007

Case 89

Mid-February, 1945

Chemnitz, Germany

During one night, the crew of a British Lancaster (from 78th Squadron) observed a missile or jet as a "flying wing, giving off a yellowish-red intermittent glow" as it followed the bomber well within machine gun range, but it did not open fire. The British bomber fired, sending down in a sea of flames.

Comments from the British Operation Section Research (ORS) on March 22, stated: "While the details quoted above are not necessarily accurate in view of the difficulties of observation at night, it seems likely that the enemy is introducing a new method of defense."

Sources: Operational Research Section Bomber Command, Report n°135, 22 February 1945, NARA / Strange Company, Keith Chester, 2007.

Case 90

February 14/15, 1945

Between Landau and Freiburg, Germany

A 415th NFS Beaufighter crew was flying between Landau and Freiburg on an intruder mission, when their attention was drawn to a "string of lights north of Freiburg (one red one in the center, four white ones on each side) blinking off and on."

Sources: 64th Fighter Wing, Mission Report: 415th Night Fighter Squadron, 14/15 February, 1945 NARA / Strange Company, Keith Chester, 2007

Case 91

February 15/16, 1945

Between Pisa and Pontdera, Italy

Pilot Lt Shaffer and radar operator Lt Ayres conducted a patrolling on their P-61B Black Widow (414th NFS) over Leghorn and Pontdera. At 1h30, they were at 15,000 feet, close to Pisa Air Base, when they spotted and circled "a flare". About ten minutes later, another "flare" appeared between Pisa and Pontdera, and ten minutes after that, they observed a third "flare" that "seemed to spiral" in the vicinity of Pisa. "The flares were observed to burn at 6,000 feet then disappeared below overcast." Then again, within minutes, the crew "saw a spurt of flame, which went out immediately just West to Viareggio." They observed the flame between an altitude of ten and thirteen thousand feet. The pilot prepared to chase the flares and then saw two more spurts of flame but was unable to obtain a contact (the Black Widow was 290 mph, reaching 400 mph on the dive). The crew felt they were chasing a jet-propelled aircraft for fifty miles on a straight course right out over the sea, before losing it in the clouds.

Sources: 414th NFS Daily Operations Report, 15/16 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 92

February 16, 1945

La Spezia, Italy

At 22h30, the crew of a 416 NFS Black Widow (Lt Kangas and Lt Herron) was on a ground control intercept an patrolling mission along the coast. They noticed something flying at around 11,000 feet near La Spezia. Lt Kangas turned toward the "aircraft" to investigate. It looked to him that "white flares were dropped by what looked like a jet-propelled aircraft." For the next six minutes the crew chased the unknown aircraft. The crew bore down on the alleged jet, closing in to about one mile, but "it disappeared in a hole of the overcast." Lt Kangas indicated that they were moving at a 380 mph ground speed and Ground Control Intercept (GCI) said that "they had clocked him at 458 mph." The odd thing surrounding the chase was "**there was no radar contact what-so-ever, airborne or otherwise.**"

Sources: 416th NFS Daily Operations Report, 16/17 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 93

February 17, 1945

Massa, Central Po Valley area, Italy

At 17h55, the crew of a 416th NFS Beaufighter was flying west of Massa when they saw "what appeared to be a red ball of fire travelling a curving course," heading West. According to the crew, "it climbed then dove out of sight in the valley south of Massa," and it "did not emit spurts of flame" and "did not appear to be jet aircraft."

Sources: 416th NFS Daily Operations Report, 17 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 94
February 17, 1945 **Central Po Valley, Italy**

At 21h20, Lt Schaeffer (pilot) and Lt Ayres (radar operator) of the 414th NFS were also on conducting an intruder mission in the Central Po Valley. They were cruising at eight to ten thousand feet, 2,000 feet above the fog. After 20 minutes very quiet, no flak and no enemy aircraft, they saw suddenly, out of nowhere "two very bright lights which appeared directly in front of them." Immediately Lt Schaeffer reacted, firing on the lights and "strafed the area beneath them." The crew said that the lights "appeared in pairs" at "about 8-10,000 feet, and stayed on for approximately two minutes."

Sources: 414th NFS Daily Operations Report, 17/18 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 95
February 17/18, 1945 **Near La Spezia, Italy**

A crew with the 416th NFS was conducting a ground control intercept patrol over Leghorn and La Spezia, when within 30 minutes they observed a "blinking light" about 20 miles away near La Spezia, lasting for about 45 seconds. Due to the distance, the pilot was unable to make an accurate observation. About 45 minutes later, the light appeared much closer. This time it was "a reddish white light going off and on in spurts about 6 or 8 miles away, near La Spezia at 10,000 feet, going northeast." Turning into the light, the pilot gave chase for about 90 seconds, but the light flew an "erratic course" and "faded out" before the mosquito could attack. About ten minutes later, the pilot saw the same type of light flying at 9,000 feet, travelling around ten miles south of La Spezia. Again he chased the light as it turned and headed North, and then, moments later, turned East, before fading out. The pilot stopped pursuing the light when he was within five miles of La Spezia because he felt there might be an anti-aircraft trap." But within 15 minutes, the light was back, approximately 10 miles South of La Spezia. This time he decided to ignore his reservations about a possible anti-aircraft trap and he chased the light anywhere it went at 300 mph racing across La Spezia in a hot pursuit. Much to his surprise, his Mosquito drew no enemy gunfire. Unfortunately, his efforts were fruitless. As he pushed his aircraft harder, the light "faded," disappearing in the darkness. One hour later, the crew saw "the same light" around 10 miles away. Another game of cat and mouse ensued, as the pilot immediately started the chase. While at 10,000 feet, for over two minutes the pilot tried to catch up to the strange "light," which he described as a "glow that alternates between weak and bright." The pilot's efforts failed again. The strange light had eluded his every attempt to engage it in combat. Making the entire evening's event even more mysterious was the fact that the enemy had made no attempt to jam their GCI radar, and the aircraft's radar operator never made contact on his air intercept.

Sources: 416th NFS Daily Operations Report, 18 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 96

February 21, 1945 Masa area, Po Valley, Italy

In the evening, the crew (pilot Lt Rausch and radar operator Lt Lindhof) of a 414th NFS P-61B Black Widow, was flying over Po Valley covered by heavy fog. They first saw a stationary "cluster of 11 or more orange colored "flares" that burned for four minutes. Moments later, while flying over Masa, they saw "a cluster of 15 orange balls of fire." At about 5,000 feet, "appearing every time their fighter approached the area." They appeared five different times and burned for about four minutes."

Sources: 414th NFS Daily Operations Report, 21 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 97
February 21, 1945 Piacenza, Italy

During the night, a Mosquito crew of the 416th Night Fighter Squadron (NFS) was on an intruder mission when they reported seeing "two large red ball of fires" hovering between 4,000 and 5,000 feet for about ten minutes.

Sources: 416th NFS Daily Operations Report, 21 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 98
February 22, 1945 Near Chichi Jima, Japan

At night, the pilot of B-24 (#501) from the USAAF 98th Bomb Group reported the sighting of "2 exhausts". They were tracked on radar (SCR 717C radar). They followed the plane for 20 miles and disappeared. Target of this bombing raid was SUSAKI Airfield

Sources: Project 1947, Jan Aldrich / Letter to USAF Project Blue Book / Life Magazine File

Case 99
February 22, 1945 Central Po Valley, Italy

At 22h30, a 416th NFS Mosquito crew was conducting a GCI intruder sweep and patrol of the La Spezia area. Hanging over the water, about 20 miles west of Leghorn, they noticed three lights, red-orange in color "that burned about a minute." Strangely, the lights "did not appear to be flares."

Sources: 416th NFS Daily Operations Report, 22 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 100
February 27, 1945 Bologna area, Italy

A crew (same as February 22) of a 416th NFS Mosquito crew was conducting another GCI patrol over the area north and south of Bologna. They vectored onto a "bandit" that was up at 20,000 feet, but when they got to his altitude, "no contact was made." That fast it was gone. Communication with the Ground Control Intercept (GCI) "Rhubarb" had revealed that "there

was nothing there.” Later at 20h00, the crew observed “three lights” at 10,000 feet in the “shape of a triangle”. Now in pursuit, the radar operator was unable to make AI (Air Intercept) contact on his screen. The pilot continued closing in on the lights. Zeroing in for a kill, his Mosquito was around 2,000 feet away, when suddenly “the lights disappeared.”

Sources: 416th NFS Daily Operations Report, 27 February, 1945, NARA / Strange Company, Keith Chester, 2007

Case 101
March, 1945 **West of Trieste, Italy**

After midnight, the pilot and two crew members of a RAF Boston Bomber(55th Squadron, 232nd wing observed six spheres three times the apparent size of the moon that looked like red-hot metal which followed the bomber to the southeast over the Adriatic Sea. When they appeared to move toward the aircraft, the pilot took evasive action..

Sources : Project 1947, Jan Aldrich / Letter and report form, Andy Roberts' Collection

Case 102
March, 1945 **Brenner Pass, Germany(?)**

The pilot of a military aircraft observed a yellow-white light, size of basket-ball, which came close to his plane at an incredible speed. Then the object seemed like hanged to the aircraft's wing and synchronised its movements with the plane.

Source: Analysis of UFO-like data before 1947, FUFOR p.63

Case 103
March 3, 1945 **Over North Sea, Germany**

One crew with the 379th Bomb Group (USAAF 41st Combat Bombardment Wing) was part of a task force striking targets in Misburg (Germany). They observed the flight of a V-2 over the North Sea and four others over the Zuider Zee. According to the report, two “balloon-like silver balls” were observed

Sources: Report of Anti-Aircraf Fire, Headquarters, 379th Bomb Group, 3 March 1945, NARA / Strange Company, Keith Chester, 2007

Case 104
March 5, 1945 **Over Holland or Northern Germany**

On the night, 653rd Reconnaissance Squadron of the 25th Bomb Group assigned one of its aircraft to conduct a Bluestocking mission to determine the weather conditions over Holland and Northern Germany. At 22h47, Mosquito pilot Lt. Smith and his radar operator, Lt. Kuehn, observed “a large orange ball” in the sky at approximately 5,000 feet below their aircraft, around 20 miles away. The ball “hung in the air for a period of about five seconds.” Lt. Smith dropped his Mosquito down to around 15,000 feet, and minutes later he observed a “similar ball” that was “moving horizontally at the same altitude” as his aircraft; and this time, he observed the ball, also around 20 miles away, for close to 15 seconds before it

disappeared. In his report Major Finis D. McClanahan, the 25th Group's S-2 (Intelligence officer) stated that the "phenomena" was unknown.

Sources: Operations Narrative of the 653rd Bombardment Squadron (Weather reconnaissance) Mission, to Headquarters, 25th Bombardment Group (Reconnaissance), USAAF Station 376, APO 634, 5 March 1945 / S-2 Mission report, Bluestocking 3/27, 653rd Squadron, 25th Bombardment group, to 653rd Bombardment Squadron (Weather reconnaissance) Mission, to Headquarters, 7 March 1945, NARA / Strange Company, Keith Chester, 2007

Case 105

March 9, 1945

North Friesian Islands, Germany

On the evening, the 25th Bombardment Group conducted another meteorological mission. Major Bozarth was pilot and Lt. Anglum was his navigator. They crossed the English coast, over the North Sea, tracking the weather in an area designated as a bombing run route to follow hours later. They were flying at 10,000 feet, just above the overcast. Down below were the North Friesian Islands, hidden from view in the fog. Suddenly, three lights appeared; one was low and two were at about 15,000 feet above the Mosquito. They "had the appearance of white flares dropped in the air" and they looked similar to parachute flares, even fading out like flares. Their operation report was sent to the 25th Bombardment Group Headquarters, stating that the crew had observed "three Foo fighters."

Sources: Headquarters, 25th Bombardment Group (Reconnaissance), Subject S-2 Mission report, Bluestocking 2/43, 653rd Squadron, to Commanding officer, 25th Bomb Group / Strange Company, Keith Chester, 2007.

Case 106

March 13, 1945

Bologna, Italy

During the night, four P-61 Black Widow crews with the 414th NFS were patrolling the front line near Bologna (Italy). At 19h40, pilot Lt. Schaeffer and his navigator, Lt. Ayers, were at 3,000 feet when they saw "100 balls of orange fire" illuminating the whole area around them. A couple of hours later, the last patrolling mission flown by pilot Lt. Price and his radar operator, flight officer Wilkinson, observed "two balls of foo fire" flying 15 miles south and west of Bologna

Sources: USAAF 414th Night Fighter Squadron Daily Operations Report, 13 March 1945 / Strange Company, Keith Chester, 2007.

Case 107

March 18, 1945

Northwest of Florence, Italy

On the night, a 416th NFS crew was flying their Mosquito 25 miles northwest of Florence (Italy). The Mosquito experienced no anti-aircraft flak, nor encountered any enemy aircraft. Suddenly, they realized that something else was flying with them. A "light" is all that was visible. The radar operator checked his air intercept screen, but it was blank, offering no indication of anything in the light's position. When the operator checked to see if his radar unit was operating properly, GCI asserted that it, too had "no contact" on its screen. The mystery light was moving at about 13,000 feet. Changing from patrol mode to intruder mode, the pilot turned his Mosquito in its direction for the kill, bearing down on the lone glow. The chase was on. For the next 30 minutes, the pilot kept right on the light's tail, racing along at

260 mph and climbing up at 16,000 feet. Throughout the chase, the crew clearly saw the light. Then, suddenly, "the light disappeared" and the pilot was chasing darkness.

Sources: USAAF 416th Night Fighter Squadron Daily Operations Report, 18 March 1945 / Strange Company, Keith Chester, 2007.

Case 108
March 20, 1945 **Speyer, Germany**

Between 0045 and 0355, the crew of a night fighter of the USAAF 415th NFS saw two "foo-fighters, one orange ball and one green one." They seemed to be "closing in from port side." The pilot evaded them and lost them.

Sources: USAAF 415th Night Fighter Squadron Mission report 19/20 March 1945 / Project 1947, Jan, Aldrich / Company, Keith Chester, 2007

Case 109
March 23, 1945 **Bergamo and Ghedi area, Italy**

On the night, a 414th NFS crew, Lt. Gravel and Flight Officer Moore were conducting an Air Drome intruder mission over the Bergamo, Ghedi area. At 20h15, the P-61B Black Widow was at an altitude of 1,500 feet when both crewmen spotted "**two spurts of gun fire on the ground.**" Seconds later, they witnessed "two balls of foo fire" that "appeared about 600 yards. Dead ahead." The balls burned for approximately three to four minutes. At 21h00, "two more appeared in their path and this time they also observed two solitary gun flashes prior to their appearance. This time, however, after approximately one minute of glowing, one of the two burst like a projectile. The other continued to glow."

Sources: USAAF 414th Night Fighter Squadron Daily Operations Report 19/23 March 1945 / Company, Keith Chester, 2007

Case 110
March 24, 1945 **Nagoya, Japan**

At evening, the XXI Bomber Command began with operations against mainland Japan, sending their B-29s on a raid to destroy the Mitsubishi Aircraft Engine works in Nagoya. B-29 crews observed a variety of pyrotechnic activity: "a yellow ball of fire about six inches in diameter"; "orange and red flashes"; "six white balls of fire"; apparent rocket bursts resembling gas explosions, appearing reddish-orange in color, "far brighter than anti-aircraft fire"; "a grayish ball of fire about the size of a soccer ball"; and a "red ball of fire" coming up from below."

Sources: Headquarters XXI Bomber Command, Tactical Mission Report, Report n°45, NARA / Strange Company, Keith Chester, 2007

Case 111
March 26, 1945 **Ruhr Valley, Germany**

At about 1100, the pilot of a RAF Spitfire XI (#PL966) from the 541st Squadron sighted one pink sphere about 3 ft in diameter first seen ahead, then slow passed object on the starboard side. Aircraft speed was 360 mph and object speed about 340 mph.

Sources: Project 1947, Jan Aldrich / Letter logbook abstract, Andy Roberts' Collection

Case 112
March 26, 1945 **Iwo Jima, Japan**

At night, a crew of a P-61B from the 549th Night Fighter Squadron, including Lt. Calvin P. Lamb (pilot), Lt. James G. Holmes (radar observer) and Sgt. John W. McIsaac (gunner) saw several lights following their plane through a few turns, but turning away as the pilot orbited north of Iwo Jima. A chase was made, with a slight radar contact on the airborne set and then the object was pulled out of sight.

Sources: 549th NFS Unit history, Intelligence and Operations section, March 1945 / Project 1947, Jan Aldrich.

Case 113
March 27, 1945 **Iwo Jima, Japan**

At night, another P-61B crew with the 549th Night Fighter Squadron, including Lt. William F. Still (pilot), Flight officer George W. Hayden (radar observer) and William Braswell (gunner) observed the same phenomenon that the previous night. Several lights followed the plane and then were chased by the pilot.

Sources: 549th NFS Unit history, Intelligence and Operations section, March 1945 / Project 1947, Jan Aldrich.

Case 114
April 3, 1945 **Japan**

At night, the crews of USAAF B-29s formation observed two orange balls of fire coming from the ground and moving with the B-29s along the flight path. No explosions.

Sources: Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

Case 115
April 3, 1945 **Tokyo Bay area, Japan**

At 1813 (zulu), the pilot of a B-29 flying across the peninsula at land's end on 115° heading and at 8,000 ft high, observed one light following and closing the aircraft while gaining altitude. The ball of fire followed the aircraft despite evasive maneuvers. It followed the aircraft to about 25-30 miles beyond the coast over the Ocean. The phenomenon was picked up on radar.

Sources: Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

Case 116
April 3, 1945 **Tokyo Bay area, Japan**

At 1814 (zulu), the pilot and crew of a B-29 flying on 120° heading and at 7,000 ft high, observed at 4 o'clock a ball of fire following the plane. The pilot took evasive actions three times through clouds but could not lose the phenomenon which had a phosphorescent glow. It stayed 5 minutes with the bomber across Tokyo Bay after that it disappeared.

Sources: Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command.

Case 117

April 3/4, 1945

Honshu, Tokyo area, Japan

At 1817 (zulu), Lt. Althoff pilot and the crew of a B-29 with the 73rd Bombardment Wing flying at 9,000 ft high, observed a ball of fire, size of a basket ball, coming on their aircraft at about the five o'clock. It was about 300 yards behind the B-29. Evasive actions were not effective, the ball of fire cut to the inside of the plane and continued to follow. It appeared that the ball of fire could not keep up with the B-29's evasive maneuvers, the weaving turns, but when the bomber was flying straight, the ball of fire caught up to them. One of the crewmen said he saw a "streamer of light behind the ball of fire, which was faint and not steady." The light faded as it turned with the B-29, but increased in intensity on the straightway. Playing cat and mouse, the B-29 and the ball of fire were over the Pacific Ocean. Diving to 6,000 feet, the aircraft was able to obtain additional air speed, and the ball of fire fell behind, eventually turned around, and gave up its pursuit after following the aircraft for 6 minutes, heading back to the coast. The pilot noticed a "streamer of light," but then the light "faded abruptly." The blister gunner thought he had seen a "wing in connection with the ball of fire; and it had a navigation light burning on left wing tip.", it turned back toward the coast.

Sources: Project 1947, Jan Aldrich / Report of operation 3-4 April 1945, HQ 21st Bomber Command / Strange Company, Keith Chester, 2007

Case 118

April 3/4, 1945

Honshu, Tokyo area, Japan

Lt. Schmidt, pilot of another B-29 with the 73rd Bombardment Wing, had departed the target area which they bombed from at 6,100 feet. Gaining another 900 feet, the pilot noticed a ball of fire, emitting a "steady phosphorescent glow," following him. Immediately he took evasive action, "gaining and losing 500 feet and also changing its course as much as 35 degrees and varying airspeed from 205 to 250." Flying into clouds, they thought the maneuver had worked, but as they emerged, the ball of fire was right on the B-29's tail. Twice more the pilot steered his bomber into the clouds and twice more when he came out, the ball of fire was right there behind their plane. Then over Tokyo Bay, the ball of fire "disappeared" not too far behind the fleeing B-29.

Sources: Consolidated Mission Report, HQ 73rd Bombardment Wing, April 3-4 1945 / Strange company, Keith Chester, 2007

Case 119

April 7, 1945

North Sea

At mid-morning, Capt. Louis Sewell (navigator) and the crew of a USAAF B-17 Flying Fortress were in nearly 1,000 aircraft over the North Sea on their way to a target near Berlin. Suddenly out of the sun, a "German" fighter dived at Sewell's aircraft from the side, leveling

off for a swift attack. It was quite a maneuver for a craft with no wing. Only a fuselage showed. Instead of firing, the object continued the familiar German fighter tactic of getting quickly away from the bomber formation in a rollout dive. After diving out of range of the B-17's guns, the craft executed an impossible maneuver: it stopped ! At that moment Sewell was looking down on the object between his B-17 and the sea. Then the object "darted up and out of sight at about 2,000 mph. The object was seen by crews on other B-17s. They all were debriefed and Sewell's radio operator turned over several photographic exposures of the object to intelligence officers. (Sewell had another sighting of UAP on May 7, 1945 over the Atlantic Ocean)

Sources: Project Identification, Harley D. Rutledge, 1981, p.250 / Project 1947, Jan Aldrich.

Case 120
April 7, 1945 **Nagoya, Japan** **GR**

At night, a 21st Bomber Command raid was conducted against targets in Nagoya. Crews reported seeing "a ball of fire" changing colors from "orange to red" and moving parallel to their aircraft as they headed over the water in the direction of landfall with the main Japanese Islands. It was 500 feet below them and changed course with their aircraft.

Sources: Incoming message, subject: Final mission report eradicate 7, Mission 59, 7 April 1945, from XXI Bomber command to Commanding general 20th Air Force / Strange Company, Keith Chester, 2007

Case 121
April 18, 1945 **20 miles north of Iwo Jima, Japan** **GR**

At about 0300, the Ground Control Intercept (GCI) tracked a target at 18 to 8 miles almost immediately. The gunner of a P-61B (USAAF 549th NFS) sighted a yellowish light (like a star) approaching and losing altitude. The radar contact was lost. The gunner saw another light no radar contact.

Sources: 549 NFS (Night Fighter Squadron), Mission report #4-27, Unit history / Project 1947 Jan Aldrich.

Case 122
April 18, 1945 **near Iwo Jima, Japan**

Between 0022 and 0415, the Ground Control Intercept (GCI) made a radar contact with a target. The gunner of a P-61B (USAAF 549th NFS) sighted one reddish round light. The radar contact showed two blips with evasive action and out distanced the P-61.

Sources: 549 NFS (Night Fighter Squadron), Unit history, Mission report #4-28 / Project 1947 Jan Aldrich / USAF/ATIC, Project Bluebook report forms / ufo historical Revue, Barry Greenwood #2 / Intercept but don't shoot, Renato Vesco p.84

Case 123
April 19, 1945 **Off Kristansund, Norway**

At 0100, the gunner of a RAF Halifax III (P5-K 297th Squadron) saw one star light which over took the plane from starboard side and then became stationary on starboard beam. It disappeared to a pinpoint.

Sources: Project 1947, Jan Aldrich / Report form from Andy Roberts' Collection

Case 124

April 24, 1945

Rhine river, Wisenburg-Ludwigsburg area, Germany

Between 0105 and 0320, the crew of a USAAF P-61 (415th Night Fighter Squadron) observed four lights arranged in square. The lights went out as plane approached.

Source: USAAF 415th Night Fighter Squadron, Mission report 23-24/04/1945.

Case 125

May 2, 1945

Fala Island, Truck Atoll, Pacific Ocean

In the evening, nine B-24s with the 11th Bombardment Group's 431st Squadron were heading out on a night bombing raid against Japanese air installation.

At 1802 (Zulu) the crew of a B-24 bomber (#616) observed two airborne objects at their 11,000 ft altitude, changing from a cherry red to an orange, and to a white light which die out and then become cherry red again. These objects were out on either wing and not within range of caliber .50 machine guns. Both followed the B-24 thru all types of evasive action. The B-24 took a course for Guam and one of the pursuers dropped off at 1900 (Zulu) after accompanying the B-24 for one hour. The other continued to follow, never approaching closer than 1,000 yards (914 m.) and speeding up when the B-24 went thru the clouds to emerge on the other side ahead of the B-24. In daylight it was seen to be bright silver in color. As the B-24 let down at Guam, the pursuer took a course of 330 degrees at 15,000 ft to 20,000 ft altitude at 2130 (Zulu).

At 2210 (Zulu), another B-24 crew reported 9 to 10 red tracer type trails of fire up to 5,000 ft. They came in pairs and one pair came within 50 to 100 yards of the tail of the plane. Source of each pair was at a different location.

At 2213 (Zulu) in the same area, another B-24 encountered eight intense flames light green in color one of which burst and hung at 5,000 ft. There was no trail or warning until the actual burst.

Sources: USAF Project Blue Book report form FTD 0-329 / 7th Bomber Command Mission reports, 742.332 - 8 February-16 May 1945, Mission report #11-327 / Project 1947, Jan Aldrich.

Case 126

May 3, 1945

Truck Atoll, Pacific Ocean

The crew of a B-24 of the 11th Bomb group on a snooper mission over Truck in the early morning hours observed two red circles of light approaching the plane from below while still over the Truck Atoll. One light was on the right and the other was on the left side of the aircraft. The light on the left side turned back after one and half hours. The one on the right remained with the bomber until the B-24 was 10 miles from Guam. This light was reported by

the crew members as sometimes ahead, sometimes behind, and sometimes alongside the B-24 and always about 1200 to 1500 yards distant.. The light followed the aircraft in dives from 11,000 to 3,000 feet, through sharp course changes and even brief cloud cover always keeping its same relative position and distance. At one time, the pilot turned into the light no closure occurring. During the night, high cirrus clouds masked the moonlight and no part of the object was observed except the light. At daybreak, the light changed to a steady whit glow and a possible wing shape with a silver glow was noted by some members of the crew.

Sources: US AAF Air Intelligence Memorandum N°4, 8 May 1945 / Remarkable luminous phenomena in nature, William L. Corliss, 2001

Case 127

May 5, 1945

East of Pfalzerwald, Germany

A pilot of the 415th Nigh Fighter Squadron observed five orange spherical-shaped objects flying in a triangle formation.

Source: Intercept but don't shoot, Renato Vesco.

Case 128

May 15, 1945

Nagoya, Japan

At night, the pilot of a USAAF B-29 (58th Bombardment Wing / 444th Bomb Group) saw one ball of fire, "the first sighting of a ball of fire" was made on this mission. According to the 58th Bombardment Wing's Tactical Mission Report: "Aircraft 4861 was followed by an unidentified plane described as a ball of fire. The object was first observed directly after bombs away at 18h48 Z. This red or "flame colored" light stayed at the five o'clock position until the B-29 began to take evasive action. The object fell behind, and then caught up again. An attempt was made to pull away and speed was increased. The object stayed in the same relative position apparently with no effort. Power was then reduced, and the object also slowed down. As far a could be judged, the object stayed approximately 300 yards behind the B-29; Its light appeared to be about the same size as a B-29 landing light."

Sources: Project 1947, Jan Aldrich / 444th Bombardment Group History / HQ 58th Bombardment Wing, Mission information, 16 May 1945 / HQ XXI Bomber Command, APO 234, 8 July 1945, Subject: Report of operations 16-17 May 1945 to the Commanding General 20th Air Force, Washington DC, NARA / Strange Company: Military encounters with UFOs in WWII, Kith Chester, 2007

Case 129

May 23, 1945

Tokyo, Japan

At night, during a bombing mission of B-29s from the 444th Bomb Group, crews reported the sightings of about 20 "balls of fire".

Sources: Project 1947, Jan Aldrich / 444th Bombardment Group History

Case 130

May 23, 1945

Tokyo, Japan

During a night raid on Tokyo, several B-29s from the 52nd Squadron of the 29th Bombing group stationed at Guam were approached and followed by balls of fire out to sea as they returned home after dropping their bombs. One of the many witnesses, Gerry Dumphy bombardier in one B-29 described as "round, speedy balls of fire, fast as a B-29 but not as maneuverable", or as "burning warheads suspended from parachutes," or as "molten chunks of steel". Gunners had often fired on pursuing "fireballs" but had missed their targets.

Sources: State Journal, Madison, Wisconsin, July 8, 1947 / Project 1947, Jan Aldrich / Mysteries of the skies, Gordon Lore & Harold Deneault, NICAP 1968

Case 131

May 25, 1945

East of African coasts, over Atlantic Ocean

In the morning (early morning sun shining), Capt. Louis Lewell and crew members of a USAAF B-17 flying a southerly course from Port Lyautey (Morocco) to Dakar (Senegal) observed an elliptical or disc-shaped object shining like aluminium. First it was opposite to the sun at 5-10 miles from the aircraft. During the the 8 hours flight it was seen 6 to 7 times through cloudyds and hovering at times.

Sources: Project Identification, Harley D. Rutledge, 1981, p.251 / Project 1947, Jan Aldrich

Case132

May 27, 1945

Japan

Between 1438 and 1532 (zulu) the pilots of several B-29s from the 40th Bomb group reported the sighting of 20 balls of fire.

Sources: Project 1947, Jan Aldrich / 40th Bombardment Squadron History)

Case 133

June 18, 1945

Near Sasebo, Japan

The XXI Bomber Command conducted a night raid against urban targets on the main Japanese islands of Kyushu and Honshu. One crew reported that a ball of fire paced their B-29, flying parallel for about one minute, before it aborted its pursuit and disappeared. Another crew observed a fluctuating light, round in shape that changed alternately from bright red to dim orange. The light was first observed near land's end it trailed the aircraft for a considerable distance (according to the crew it was over a mile). The object trailed for approximately 42 minutes out to sea or roughly 125 miles. The object gained a half mile during this period. At no time was a wing or fuselage observed in connection with the light.

Sources: Headquarters XXI Bomber Command Tactical Mission Report, June 17/18, 1945, NARA / Strange Company, Keith Chester, 2007.

Case 134

June 19, 1945

Toyohashi, Fukuoka and Shizuoka, Japan

On June 19, 1945, the XXI Bomber Command's B-29s were heading for three targets: the cities of Toyohashi, Fukuoka and Shizuoka. During the mission, B-29 crews reported a variety of aerial phenomena. A B-29 was followed by a strong white light after bombs away.

This light never closed, nor fell back, even when the B-29 increased its speed. The “enemy plane” was finally lost in a cloud. The crew reporting they believed the plane was a night fighter.

Sources: Headquarters XXI Bomber Command Tactical Mission Report, June 19/20, 1945, NARA / Strange Company, Keith Chester, 2007.

Case 135
June 19, 1945 **Fukuoka, Japan**

The crew of a B-29, flying over Fukuoka, observed “one bright ball of fire” approaching at a very high speed. The B-29’s pilot took evasive action while the machine gunners fired away. The gunners missed, or they hit it with no apparent result. The ball of fire was right on top of them, just fifty yards away, passing right under the bomber. The crew saw no fuselage or any wings as it passed under the B-29 and disappeared.

Sources: Headquarters XXI Bomber Command Tactical Mission Report, June 19/20, 1945, NARA / Strange Company, Keith Chester, 2007.

Case 136
July 1945 **Near Sasebo, Japan**

At night the crew of a USAAF B-29 flying at 9,000 ft sighted one big ball of fuzzy orange-red light. It appeared to join the B-29 and fly formation abeam their left horizontal stabilizers. The airplane commander ordered a burst of gun fire. The tracers were seen to appear to hit the blob of light but nothing happened. Then it swooped under the B-29 and vanished into the distance at approximately 2 o'clock;

Source: Project 1947, Jan Aldrich (letters from the witnesses)

Case 137
July 2, 1945 **Honshu and Kyushu Islands, Japan**

In the early morning hours of July 2, the XXI Bomber Command were delivering another concentrated attack against four urban areas on the islands of Honshu and Kyushu. After bombing their target, one bomber crew about 20 minutes from the coastline and flying at 15,000 feet reported that they noticed “two balls of fire” that were “below and on either side of the aircraft.” They were “much larger than supercharger glow, but somewhat the same color,” and “did considerable maneuvering, fading away to a bare glow for almost a minute and then coming on brightly for 30 to 40 seconds.” The B-29 crew held their fire, and upon reaching the coast, the balls of fire disappeared from view.

Sources: Tactical mission report: Targets on the islands of Kyushu and Honsh, Japan 1/2 July, 1945, from A2 Section, XXI Bomber Command to Commanding general, 20th Air Force, NARA / Strange Company, Keith Chester, 2007.

Case 138
July 7, 1945 **Sasebo, Japan**

On the night of July 7, eighteen B-29s bombers were part of a raid against targets in Nagasaki, Omura and Yawata. One lone B-29 crew was flying at approximately 9,000 feet when a “Foo” appeared to join them and “fly formation” abeam their left horizontal stabilizer.

The rear gunners reported it first. It followed them for many miles. The airplane commander ordered a burst of gunfire after they were sure it was not another B-29. The tracers were seen to appear to hit the blob of light but nothing happened. Sometimes later, the Foo broke formation, swooped under the B-29 and vanished in the distance at approximately the 2 o'clock position. "It was impossible to accurately estimate the distance between the Foo and our airplane as there was nothing to compare within the dark night sky. It was a big ball of fuzzy red-orange light and nothing more."

Sources: Letter from 8 November 1945, supplied from Richard Hall / Strange Company, Keith Chester, 2007

Case 139
July 12, 1945 **Honshu Island, Japan**

At night, near the city of Kawasaki, the crew of a B-29 saw one large orange light travelling at the same speed with an enemy aircraft flying at 16,000 feet. The crew was unable to determine if it was part of aircraft or was parallel to it.

Sources: Project 1947, Jan Aldrich / Report on attack on 4 cities, 12-13 July 1945, HQ 21st Bomber Command / Strange Company, Keith Cester, 2007

Case 140
July 12-13, 1945 **Kawasaki, Japan**

At night the pilot of a B-29 from the 315th Wing on mission #267 observed one large orange light phenomenon.

Sources: Project 1947, Jan Aldrich / Report on attack on 4 cities, 12-13 July 1945, HQ 21st Bomber Command.

Case 141
July 16-17, 1945 **Near Numazu, Japan**

At night the pilot of a B-29 of the 58th Wing (mission #271) observed a ball of fire at 10,000 ft which followed the bomber and disappeared into a smoke to the right of the B-29.

Sources: Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

Case 142
July 16-17, 1945 **Near Numazu, Japan**

At night the pilot of a B-29 of the 58th Wing observed one light at an altitude of 10,800 ft about 500 ft above his aircraft and gaining. When within 500 ft of the B-29, the light turned right, went off and disappeared. (Intelligence officer's comment : "Sharp maneuvers do not support Baka Theory".

Sources: Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

Case 143
July 16-17, 1945 **Near Numazu, Japan**

At night the pilot of a B-29 of the 58th Wing (mission #271) observed a red light at 6 o'clock position which passed to the right of the aircraft making sharp turns. The crew of the B-29 received flak from ground at that time.

Sources: Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

Case 144
July 16-17, 1945 **Near Oita, Japan**

At night the pilot of a B-29 from the USAAF 73rd Wing (Mission #272) observed a pulsating circular red glow at 10,000 ft of the target and at 2 o'clock position. The light continued on a parallel course to the aircraft for 5 minutes and it disappeared into cloud.

Sources: Project 1947, Jan Aldrich / Mission 271-274, 16-17 July 1945, HQ 21st Bomber Command.

Case 146
August 28, 1945 **Between Ie Shoma and Iwo Jima, Japan**

The pilot of a C-46 enroute to occupy Atsugi airfield near Tokyo had a left engine malfunction while in the same time three bright luminous blobs of bright light followed his plane at an altitude of 10,000 ft. The lights traveled in a straight line through the clouds, keeping pace and staying parallel with the plane. The C-46 dipped, sputtered and lost oil and altitude and the magnetic navigation system went crazy. Then the pilot climbed and the lights stayed behind his plane and his engine started to function normally.

Sources: Analysis of UFO-like data before 1947, FUFOR, p.63 / Inside Saucer Post 3-0 Blue, Leonard Stringfield, 1957 / UFO Encyclopedia volume 2, Jerome Clark / Mysteries of the skies, Gordon Lore & Harold Deneault, NICAP, 1968, p. 128 / Strange Company, Keith Chester, 2007

*
* *

No more sighting of Unconventional aerial phenomena was reported by pilots until 18/06/1946 in France ("pilot of a US C-54 reported a bright shooting star streaked downward without exploding then came back") and 1/08/1946 in Florida (the crew of a USAAF C-47 observed a cigar-object with portholes followed by a trail of fire).

A number of very similar Korean War Unconventional Aerial Phenomena appear in the records of the Air Force Project Blue Book. In USAF Project Grudge (immediate predecessor of Project Blue Book) report n°4.

There were reference to foo fighters in the minutes of the CIA-sponsored Robertson panel meeting⁴ convened in January 1953 to review Air Force UFO data : "Instances of foofighters were cited. These were unexplained phenomena sighted by aircraft pilots during

⁴ Source : Report on meetings of Scientific Advisory Panel on Unidentified Flying Objects convened by Office of Scientific Intelligence, CIA, January 14-18, 1953, Washington DC CIA 1953.

World War II in both European and Far East theaters of operation wherein "balls of light" would fly near or with the aircraft and maneuver rapidly. They were believed to be electrostatic (similar to St Elmo's fire) or electromagnetic phenomena or possibly light reflections from ice crystals in the air, but their exact cause or nature was never defined.

On October 16, 1973, in a speech to the American Association for the Advancement of Science, the US Secretary of Defense said: "foofighters were seen also in both the Korean and Viet Nam conflicts".