

<b>1. DATE - TIME GROUP</b> 24 Jul 49 25/0500Z	<b>2. LOCATION</b> Fairfield, Chi <span style="float: right;">412</span>
<b>3. SOURCE</b> Military	<b>10. CONCLUSION</b> <p style="text-align: center;">AIRCRAFT</p>
<b>4. NUMBER OF OBJECTS</b> ONE	
<b>5. LENGTH OF OBSERVATION</b> 15 seconds	<b>11. BRIEF SUMMARY AND ANALYSIS</b> Size was the same as an F-82 at traffic altitude. Color was white, incandescent. Looked like an owl or sting ray fish. Object flew a straight course and faded from view in the SW.
<b>6. TYPE OF OBSERVATION</b> Ground-Visual	
<b>7. COURSE</b> South	
<b>8. PHOTOS</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>9. PHYSICAL EVIDENCE</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM 1-60

UNCLASSIFIED

INCIDENT NO. 412

1. Date of Observation 24 July 1949 Date of Interview 25 July 1949
2. Exact Time (local) 21:00
3. Place of Observation Fairfield, Ohio
4. Position of observer Ground -- watching sky.
5. What attracted attention to object
6. Number of objects 1
7. Apparent size of F-52 at traffic altitude (1000)
8. Color of object White, incandescent
9. Shape of snow owl or sting ray fish (without tail).
10. Altitude 60° - 65° (1000 feet)
11. Direction from observer 45° NE
12. Distance from observer Apparently 1000'
13. Direction of flight of object(s) North to South
14. Time in sight 15 Seconds
15. Speed
16. Sound and odor 350-400 MPH - (125 in 15 sec)
17. Trail None
18. Luminosity Like cloud finder on thin white cloud.
19. Projections See shape
20. Maneuvers Straight flight.
21. Manner of disappearance Faded in distance into SW.
22. Effect on Clouds No clouds
23. Additional information concerning object
24. Weather Conditions Clear

(over)

A/c

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7-3712-222

Page 2

Capt [REDACTED] Incident [REDACTED]

Name and address of observer:

[REDACTED], Fairfield

Dist Comdr OSI

Occupation and hobbies:

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

NARRATIVE SUMMARY:

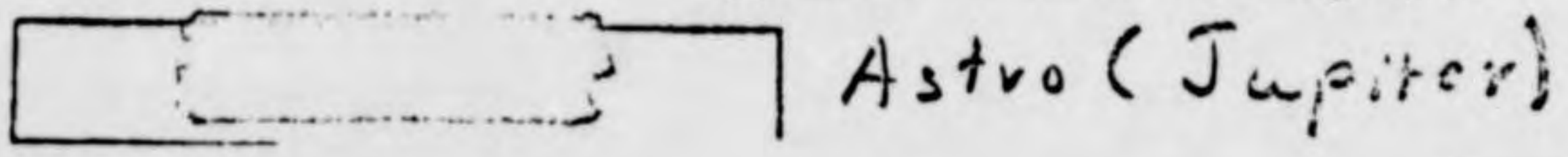
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PROBABLE SOURCE ACCOUNT AND

ATIC NO. \_\_\_\_\_ DATE OF INFO 26 July 49  
AP NO. \_\_\_\_\_ LOCATION Bellingham, Washington  
REPORT NO. \_\_\_\_\_ SOURCE Male Civilian  
DATE OF REPORT 17 Oct 49 DATE IN TO ATIC \_\_\_\_\_  
TIME OF OBSERVING 0045 COLOR Red - Orange  
SHAPE Egg SPEED \_\_\_\_\_  
SIZE Fuselage C-47 ALTITUDE 15° above horizon  
COURSE \_\_\_\_\_ LENGTH OF TIME OBSERVED 10 Seconds  
NO. IN GROUP 1 TYPE OF OBSERVATION Automobile  
SOUND \_\_\_\_\_ MANEUVERS Stationary  
PHOTOS \_\_\_\_\_ SKETCHES \_\_\_\_\_

REMARKS: Observer watched object from automobile while driving. It appeared to be a burning A/C.

Temporary ATIC Form 329  
(2 Jan 52)

 Astro (Jupiter)

HEADQUARTERS UNITED STATES AIR FORCE  
 THE INSPECTOR GENERAL  
 OFFICE OF SPECIAL INVESTIGATION  
 REPORT OF INVESTIGATION

FILE NO.

DATE

24-39

17 October 1949

REPORT MADE BY

MERLE L. CLEVELAND, S/A

TITLE

UNCONVENTIONAL AIRCRAFT

Sighted by [redacted] on 26 July 1949 at Bellingham, Washington

REPORT MADE AT

DO #20, McChord AFB, Washington

PERIOD

30 Aug; 22, 23 Sept 1949

OFFICE OF ORIGIN

DO #20, McChord AFB, Washington

STATUS

CLOSED

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None - this is an initial report

SYNOPSIS

Investigation requested by Commander, DO #20, McChord AFB, Washington. The object was stationary during the ten seconds it was sighted. It disappeared by decreasing in size. Investigation determined that there was a broken overcast at 7,000 feet and scattered and broken clouds at 3,500 feet. A ceiling light is turned on at the Bellingham Airport, Bellingham, Washington, by the CAA Station attendant to determine cloud formation. [redacted] may have seen this light reflected off one of the scattered clouds. Only one known aircraft in the vicinity at the time of sighting. The planet, Jupiter, located at an altitude of 20 degrees above the horizon directly south from Bellingham, Washington, was shining intermittently with a yellowish-white to orange light.

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DOZ 5

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APPROVED

*EL Forest, Capt USAF*  
 R. D. MELCHER  
 Major, USAF  
 Actg DISTRICT COMMANDER

*misc  
 7-27/12-22*

*Incl 4*

FORM 4

9-1073, AF

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DETAILS:

1. This investigation was requested by the Commander, DC #20, McChord AFB, Washington, predicated upon receipt of information from 1st Lt. ADERT L. KUNZMAN, AC-2027143, 318th Fighter Squadron, McChord AFB, to the effect that [REDACTED], Bellingham, Washington, sighted an object which appeared as a burning aircraft at approximately 0010 hours, 26 July 1949. It was like an air foil, colored red-orange, and appeared to be stationary with elevation approximately 15 degrees from the observer, directly south. It was observed for approximately ten seconds, then disappeared by decreasing in size, elevation remaining the same. The object was also observed by GERARD's wife.

2. This is a joint investigation of Special Agent JOSEPH C. McDESHEN, CARTER O. COOPER, and the writer.

AT BELLINGHAM, WASHINGTON

3. On 30 August 1949, Mr. [REDACTED] was interviewed by Special Agent JOSEPH C. McDESHEN, at [REDACTED], Bellingham, Washington, and the following information was obtained: [REDACTED] stated that on 26 July 1949 at approximately 0045 hours, Pacific Standard Time, he and his wife, [REDACTED] were returning to their home by auto, traveling north on Northwest Road, approximately six miles north of Bellingham, Washington. [REDACTED] made a 90 degree turn to his left from Northwest Road on to Smith Road, traveling about fifteen miles per hour. For no particular reason, he glanced to his left and noted an object which appeared to be a burning aircraft. Lowering the car window and continuing to watch the object as he drove, [REDACTED] judged it to be the approximate size of the fuselage of a C-47 at the distance of six miles. The object appeared to be at an approximate angle of 15 degrees above the horizon, and was egg shaped when first sighted. He watched for approximately ten seconds and the shape changed to circular prior to its disappearance. He described the color as red-orange and a lighter shade of orange near the edges. The outline was sharp and not distorted. The object was stationary with no visible means of support. [REDACTED] observed no smoke, odor or sound. He stated that the sky was overcast, but there was a 100 to 1 chance that a clear cut opening in the overcast may have revealed the object for the ten seconds it was visible. The moon was not visible at any time that evening prior to or after the sighting. [REDACTED] was not able to determine the construction of the object or of what material or substance it was composed. The object faded from view by decreasing in size. [REDACTED]'s wife saw the object for approximately three seconds.

Special Agent MERLE L. CLEVELAND conducted the following investigation:

4. Mr. O. W. BLANTON, Acting Officer in Charge, Civil Aeronautics Administration, Bellingham Airport, Bellingham, Washington, was interviewed on 22 September 1949 at his office and securing the weather report for the 26th day of July 1949 noted the weather observance made at 0030 hours: "7,000 broken; 3,500 scattered; 15 miles visibility; pressure 14.9; temperature 56 degrees; and surface wind, south, 5 miles per hour". BLANTON further stated that a ceiling light is used to determine the altitude of the clouds. This stationary light is turned on twice each hour during darkness while the weather is actually being observed. The light is very powerful and the beam is projected straight up. The weather report indicated that spots were made on the lower clouds at [REDACTED]

[REDACTED]

the 0030 hours observance. BLANTON advised that sometimes these clouds give off a redish color during certain atmospheric conditions or there is smoke in the air. He stated that he did not have a record of the winds aloft, but said information could be obtained from the United States Weather Bureau, Seattle, Washington. He also checked the records of the Airways Communication Station and stated that no contact was made with aircraft in the vicinity between the hours of 0001 and 0100. All flight plans are filed with the Airways Communication Station and the aircraft normally contact the station when they are flying in the vicinity. This includes military and civilian type aircraft which are equipped with radios, excepting chartered commercial aircraft. BLANTON advised that there has been some local night flying by civilian aircraft located on the field; however, there would most certainly not be any at 0045 hours with weather conditions being such as they were. BLANTON further advised that Canadian aircraft are requested to contact the Bellingham Station upon entering the United States, and the records did not indicate any such contact.

5. Mr. [REDACTED], Station Agent, United Airlines, Bellingham, Washington, was interviewed at his office at the Bellingham Airport on 22 September 1949 and stated in substance: The station is closed during the night; however, one of their aircraft flies over the vicinity at approximately 0020 hours each night. The aircraft normally fly at 5,000 feet, weather permitting. He further stated that if all lights were turned on in the passenger compartment of the planes, they could not be seen from the ground. The exhaust flames may be seen from the ground if the plane was flying very low; however, he considered it doubtful.

6. Mr. [REDACTED] was re-interviewed on 22 September 1949 at his home and questioned regarding the possibilities of the sighted object being a cloud passing through the beam or light being projected at the CAA Station at the Bellingham Airport, and he stated as follows: The object appeared, or seemed to be, over the Bellingham Airport and that he has observed ceiling lights at Boeing Airport, Seattle, Washington, on numerous occasions and noted their effect upon the clouds. He did not believe that the object he saw was a cloud, but admitted it could have been. He reasoned that the color was too bright and the sharp outline of the object was too clear. He considered the possibilities of the object being a brilliant star, the moon, or a flare, then frankly admitted that he could not identify the object as being anything he had ever seen before. He stated that he was very exhausted at the time he sighted the object and that he was not too alert or observant during the ten seconds the object was in sight.

AT EVERETT, WASHINGTON

7. Major WILLIAM R. FELLEBAUM, Commanding Officer, 25th Air Division, Everett, Washington was interviewed at his office on 22 September 1949, by the writer and he advised that the radar detachment maintains a log on unidentified objects that are picked up by the radar. This log was checked and revealed no information regarding objects that were sighted in the Bellingham area between 0001 and 0100 hours on 26 July 1949.

UNCLASSIFIED [REDACTED]

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AT SEATTLE, WASHINGTON

8. Mr. L. J. SANDSEGRET, Map and Plotting Department, United States Weather Bureau, Seattle, Washington, was interviewed on 23 September 1949, at his office and he stated as follows: The Patoosh Island Station would be the nearest station to Bellingham, Washington, which records the winds aloft. SANDSEGRET secured the records and from them determined the following information recorded at the Patoosh Island Station at 0100 hours, 26 July 1949: "winds at 2,000 feet, direction 270 degrees, 13 knots; 6,000 feet, 240 degrees, 4 knots; and 9,000 feet, 310 degrees, 9 knots". SANDSEGRET advised that no weather balloons are sent aloft from the Bellingham Station.

9. [REDACTED] Associate Professor of Astronomy, University of Washington, Seattle, Washington, was interviewed by Special Agent CARTER O. COOPER, at his office on the campus, 23 September 1949, and the following information was obtained. [REDACTED] states that at 0045 hours on 26 July 1949, the planet Jupiter was located at an altitude of 20 degrees and directly south of Bellingham, Washington. The planet at that time had a magnitude of "minus 2" which would make it 6.3 times brighter than Vega. The color of the planet was yellowish-white to orange, depending upon the atmospheric conditions. The professor stated the planet would come into view and then fade out at irregular intervals.

10. The following information is submitted relative to the observer:

Name: [REDACTED]

Postal Address: [REDACTED], Washington

Occupation: Storekeeper; partnership in retail grocery store with brother.

Place of Business: [REDACTED], Bellingham, Washington

Hobbies: Flying - [REDACTED] is a light plane pilot and is familiar with airborne objects.

ABILITY TO DETERMINE: Mr. [REDACTED] stated he holds a commission health certificate with the rating of Airman #2. He added that he was returning from work and that he was completely exhausted. To the writer, [REDACTED] appeared to possess average intelligence, character and integrity.

CLOSED

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