

PROJECT 10073 RECORD CARD

<p>1. DATE</p> <p>27 May 1952</p>	<p>2. LOCATION</p> <p>Baltimore Maryland</p>	<p>12. CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP</p> <p>Local 2330</p> <p>GMT 281030Z</p>	<p>4. TYPE OF OBSERVATION</p> <p><input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar</p> <p><input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>	
<p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>6. SOURCE</p> <p>(2) Civilians (Male)</p>	<p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>
<p>7. LENGTH OF OBSERVATION</p> <p>10 Sec</p>	<p>8. NUMBER OF OBJECTS</p> <p>2</p>	<p>9. COURSE</p> <p>E</p> <p><input type="checkbox"/> Other</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input checked="" type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Shape: Bright--Light</p>		<p>11. COMMENTS</p> <p>Two independent observations, 2230 & 2330-</p> <p>"Terrific Speed", "floated", "bobbed"</p> <p>(2) L-19A A/C were in this area at the time. Each A/C has large white navigation light on top and bottom.</p> <p>A/C</p>

DETAILS:

UNCLASSIFIED

"There was no noticeable sound whatsoever. This seemed strange and because the night was quite still and sounds could be heard from the stadium, which is approximately 20 blocks away.

"We also watched several airliners in the following few minutes. All these planes could be heard and running lights blinked normally.

Witness: O.R. WEATHERHOLT

/s/ "RICHARD BOSSERT"

Original copy of above statement is on file in District Office #4 and will be released upon request by proper authority.

4. Interview of Miss HELEN HAAS, reflects identically the same information as related by BOSSERT.

5. Review of flight records at 29th Infantry Division, Headquarters Battery, 224th Field Artillery Battalion, Harbor Field, Baltimore, Maryland, reflects that two (2) L-19A Aircraft, Numbers 51-4543N and 51-12026N, piloted by Captain J. ELMER WEISHEIT, JR.,)-440473, and 1st Lt BENJAMIN R. CADWALADER,)-1185474, on 27 May 1952 from 2150 to 2350 hours and 2150 to 2250 hours, respectively, were flying in vicinity of sightings of unusual lights by MORRIS and BOSSERT.

6. Interview of WEISHEIT reflects that on 27 May 1952, at approximately 2230 to 2240 hours, he and CADWALADER were flying in area described by BOSSERT. CADWALADER was flying behind and to the right of him and at approximately 2500 feet, cruising speed 100 mph. He related that CADWALADER was flying a little close and to motion him away he went up and to the left and then dropped approximately 1000 feet. CADWALADER went down to the right. Neither plane had its landing lights on, but there is a rather large white navigation light located on the bottom and top of each aircraft which throws a steady light. His plane's red and green navigation lights were not working. His aircraft was an unpainted aluminum, CADWALADER's aircraft was Olive Drab.

After CADWALADER left his area of flying, he was simulating instrument flying over Baltimore for approximately one hour at 2500 feet at cruising speed of 100 mph. During this hour he believes that he flew over western and southwestern Baltimore, which is the area of the two (2) unusual lights sighted by MORRIS. He described the weather as very clear and dark, with no moon.

7. Official weather report as obtained from Friendship International Airport is as follows:

Weather report from 27 May 1952:

2225 Hours: Clear, visibility 15 miles, surface wind southwest 8.
2327 Hours: Clear, visibility 12 miles, surface wind southwest 8.

8. CADWALADER was not available for interview at this time. He is taking Bar Examinations and attending graduation exercises.

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DETAILS:

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1. This investigation was predicated on information received from S/Sgt. WILLIAM SEEDS, AF-22357624, 104th Fighter Squadron, Harbor Field, Charge of Quarters, who stated LEONARD MORRIS, 4617 Reisterstown Road, Baltimore, Maryland, had informed him on 27 May 1952 he had "seen those flying saucers."

AT BALTIMORE, MARYLAND

2. LEONARD MORRIS, 4617 Reisterstown Road, born 16 August 1922, at Baltimore, Maryland, Education - High School and Trade School, presently employed with Bendix Radio, Towson, Maryland, was interviewed on 29 May 1952, and stated that on 27 May 1952, between 2330 and 2345 hours, while sitting on his front porch with his wife, they observed what first was believed to be a falling star and immediately decided it was not a star, but a plane traveling at a great rate of speed. This object had two (2) white lights about 100 feet apart and was traveling in an easterly direction, altitude and distance away unknown. The two (2) lights appeared to hover above a "mail plane" (estimated speed 300 miles per hour) and then increased its speed to about five times that of the mail plane and disappeared toward Washington, D.C. There was no sound from the lights. He later decided that the two white lights could not have been a plane since the lights were very round and were not similar to landing lights on aircraft. The distance between the lights did not vary. He observed the lights for a maximum of 10 seconds and did not see any red or green lights with the white lights none was there a body connected to the lights. The weather was very clear at the time of observation. RICHARD BOSSERT, a fellow employee, had observed similar lights on the same night, but in a different part of Baltimore and at an earlier hour.

3. Interview of RICHARD ADAM BOSSERT, 5014 Ivanhoe Avenue, presently employed by Bendix Radio, Towson, Maryland, reflects that on 27 May 1952, between 2230 and 2240 hours, he and his wife and landlady, Miss HELEN HAAS, same address, observed two unusual lights. A statement was obtained from BOSSERT as follows:

"Two large white lights appeared, low in the horizon, in a southeasterly direction. Our first impression was that it was a plane, in trouble, trying to land. The lights looked similar to landing lights of airliners. At first they appeared to be heading directly for us and only several blocks away (if compared to the size of average airline lights.) There were no apparent running (red and green) lights. As I got out of the car, the lights separated, the one on my left dropped to the left and disappeared behind a house - the light on my right - veered upward and to the right and passed behind the second house. We observed it, as it emerged from behind the house and it moved rather slowly and at times seemed to float and 'bob' as though it were affected by air currents. Then it passed behind a third house, (moving south) and again appeared. It moved steadily southward for apparently several degrees then reversed and retraced its first sighting position, but after it passed behind the last house it was lost from sight. We watched for 15 minutes and never saw it again.

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"The appearance was not comparable to anything I could explain. There seemed to be no form of a body, which should have been visible as a silhouette in the clear sky. The lights seemed to have no definite direction as to bearing. The light were as though a 1000 watt bulb might be hanging in mid-air several blocks away. As the light changed its direction (movement) the appearance still stayed the same - as though it were pointing toward us at all times.

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

FILE NO. *24-711* DATE **10 JUN 1952**

TITLE
 ALLEGED SIGHTING OF UNCONVENTIONAL
 AIRCRAFT 27 May 1952
 BALTIMORE, MARYLAND **UNCLASSIFIED**

REPORT MADE BY
 OLIVER R. WEATHERHOLT, S/A *foit*

REPORT MADE AT
 DO #4, Bolling AFB

PERIOD
 29, 31 May; 1 June 1952

OFFICE OF ORIGIN
 DO #4, Bolling AFB

STATUS
 CLOSED

CHARACTER
 SPECIAL INQUIRY

REFERENCE
 None; this is an initial report

SYNOPSIS

Unauthorized disclosure of information contained in this report is prohibited and will be considered a violation of AFR 20-4 and AFR 20-5, paragraph 15.

Investigation predicated on alleged sighting of unconventional aircraft on night of 27 May 1952 in Baltimore, Maryland. One person described object as two (2) bright lights hanging in the air, then separating, and diving toward the ground. One person described object as two (2) bright lights traveling at a great rate of speed. On 27 May 1952, between 2150 and 2350 hours, two (2) L-19A Aircraft from 29th Infantry Division, Harbor Field, Baltimore, Maryland, were flying in area of sightings, official weather for night of sighting was: Clear.

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APPROVED
Donald B. White
 Major USAF
 fo DONALD B. WHITE
 Colonel, USAF
 District Commander

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~~SECRET~~
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

27 MAY
57

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

UNCLASSIFIED

7 July 1952

IN REPLY REFER TO: 5D-24-21

SUBJECT: Alleged Sighting of Unconventional
Aircraft 27 May 1952
Baltimore, Maryland
SPECIAL INQUIRY

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

1. Transmitted herewith for your information and retention are two (2) copies of the closed Report of Investigation by Special Agent O. R. WEATHERHOLT, 4th District OSI, Bolling Air Force Base, Washington, 25, D. C., dated 30 June 1952, file No. 24-414, subject as above.
2. Attention is invited to Paragraph 7, AFR 205-1, dated 14 March 1949, which prohibits the disclosure of classified information to unauthorized personnel.

1 Incl
R/I, DO #4, dtd 30 Jun 52

Copy to:
Hq OSI, w/o incl

D. G. North
D. G. NORTH
Lt Colonel, USAF
District Commander

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