PROJECT 10073 RECORD

1. DATE - TIME GROUP 29 June 1949 30/0310Z	2. LOCATION Flagstaff, Arizona 395
3. SOURCE Civilian	10. CONCLUSION AIRCRAFT
4. NUMBER OF OBJECTS One	No data presented to indicate object could NOT have been an A/C.
5. LENGTH OF OBSERVATION Not Reported	11. BRIEF SUMMARY AND ANALYSIS Object was approx 1/2 size of small airplane. Yellow in front. red behind. Object flew on a straight course. Manner of disappearance was over hill.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE E to W	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) **Previous editions of this form may be used.**

[redacted]

UNCL

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

[illegible]

[illegible]/jlp/ms

File No: 24-S

29 July 1949

SUBJECT: UNKNOWN SUBJECTS
Aerial Phenomena

TO: Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXC-3

1. Reference is made to Report of Investigation, this District, file and subject as above, dated 5 July 1949.

2. Inclosed is Report of Investigation, same file and subject, dated 25 July 1949, in duplicate.

3. No definitive sightings have as yet been reported.

4. Investigation will be continued as required by Air Intelligence Requirements Memorandum No. 4, and future occurrences will be reported as occasion arises.

1 Incl
Rpt of Inv, dtd 25 Jul 49 (dup)

DOYLE REES
Lt. Col., USAF
District Commander

[illegible]

DOWNGRADED [illegible] YEARS.
DECLASSIFIED DOD DIR 5200.10

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[redacted]

[redacted]

UNCL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-8	25 July 1949

REPORT MADE BY: JACK L. BOLING

REPORT MADE AT: DO#17, Kirtland AFB

PERIOD: 1, 7, 12 July 1949

OFFICE OF ORIGIN: DO#17, Kirtland AFB

STATUS: PENDING

TITLE

UNKNOWN SUBJECTS
Aerial Phenomena

CHARACTER

SPECIAL INQUIRY

REFERENCE

ROI, DO#17, Subj and file as above, dtd 5 July 1949, by JACK L. BOLING

SYNOPSIS

Three additional reports of sightings of aerial phenomena received.

Report forms prepared by Special Agents VIRGIL A. SIMON, Jr., and FRANCEYLUS DARNELL, and compiled by the writer.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
~~CG~~, AMC	2	Commanding General Air Materiel Command ATTN: MCIAXO-3	
Dir. Int. USAF	1		
Hq OSI	1		
CG, Fourth Army	1		
File	2		

APPROVED

Doyle Rees

DOYLE REES
Lt. Col., USAF
DISTRICT COMMANDER

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AFCSI FORM 23 JULY 48 4

[redacted]

16—66438-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

GUIDE TO INVESTIGATION

UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

UNC[illegible]

1. Date of Observation [illegible] Date of Interview [illegible]

2. Exact time of observation (local) [illegible]

3. Place of Observation: [illegible]
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details):
In auto, just driving into town

5. What attracted attention to object: Object was in line of vision

6. Number of objects and sketch of formation or grouping: One

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Over 15 feet diameter (sic)

8. Color of object: Aluminum

9. Shape (give graphic description - compare with known object):
Round, flat, thin- disc shaped

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): 20 degrees, dropping slowly

11. Direction from observer (Angle clockwise from north):
Due North

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be):
Appeared to be over twenty two miles

13 Direction of flight of object (s):
West to east

14. Time in sight:
About two minutes

15. Speed (time to cover given angular distance):
E/S

16. Sound and odor:
None

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[redacted]

Guide to Investiga[redacted] cident No._____

17. Trail (color, length, width, persistance, etc.)

None

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18. Luminosity (visible by reflection, incandescent, other - degree of brilliance):

None

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path):

Appeared to turn on diametric axis as it dropped behind Mogollon Mountains, showing flat, then thin edge

21. Manner of disappearance:

Behind mountains

22. Effect on clouds:

None

23. Additional information concerning object:

None

24. Weather conditions and light at time of sighting:

Clear and sunny

Name and address of observer: **Mrs. [redacted]**
Silver City, N.M.

Occupation and hobbies:

Retired teacher

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

Seemed to be a reliable person. Local police , no record.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
First seen through windshield, then open window of car- no change

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[redacted]

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approximately one-half mile in the rear. [redacted] followed the formation about thirty miles from Baltimore on the cross-country to Dover, and returned to the Municipal Airport and landed. The flight of three F-47s returned to the Baltimore area at approximately 2020 hours, circled the city for approximately twenty minutes, and landed. [redacted] flight leader, stated that visibility had dropped from nine (9) miles to four (4) miles and the weather appeared to be closing in. Therefore, he discontinued training operations for the night. All four above-mentioned pilots stated that they saw nothing strange during the entire flight.

[redacted] and is [redacted] Co-pilot, were airborne in a C-47 from 1900 to 2200 hours on 28 June 1949. Captain DAVIS stated that his plane flew locally within the Baltimore area for the entire period at an altitude of approximately 3,000 ft., and neither he nor the co-pilot observed anything unusual during the flight. [redacted] further stated that during the flight he maintained radio contact and was worked by Andrews Air Force Base, GCA, and National Airport, Washington, D.C., WEW. During this entire training mission neither radar station reported anything that might answer the description given concerning the unidentifiable objects, the subject of this investigation.

9. On 8 July 1949, Colonel ROBERT L. GOULD, Commanding Officer of the 104th Fighter Squadron, Maryland Air National Guard, was interviewed by this Agent. Colonel GOULD stated, in substance, that no report had been made by any member of his command concerning the unidentifiable objects, the subject of this investigation. Colonel GOULD further stated that [redacted] and [redacted] were both highly reliable individuals and he felt confident in saying that any statement they had made concerning this investigation could be accepted as a true statement, to the best of their ability. Colonel GOULD extended the facilities of his command to the Air Force, and wholeheartedly offered complete cooperation, including air coverage, if an investigation of this type is deemed necessary.

10. On 9 July 1949, this Agent, accompanied by Special Agent CTTO D. SUNDSTAD, went to Wilmont Court, Baltimore,2, Maryland, for the purpose of conducting neighborhood interviews. Wilmont Court is part of a Federal low-rent slum clearance housing project and is located a few feet north of Madison Street, running parallel to this street for approximately six (6) blocks. The 900-block of Wilmont Court has its entrance on Ensor Street, and lies north of Madison and east of Ensor. The court is completely enclosed by two-story brick, apartment-type residences. Each two apartments have a small concrete slab porch, and it is the normal habit

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during hot weather for all residents to sit in the cool shade of the building on these porches. Most of the individuals living in this neighborhood are of a very low-income group and the general area does not have a good reputation. Madison and Ensor Streets lie in the older section of Baltimore that is now almost exclusively occupied by negroes.

11. On 9 July 1949, this agent interviewed Mr. [redacted] Court. Mr. [redacted], a commercial art student, is a former Tech. Sergeant, USAF, A[redacted]61. Mr. [redacted] stated that he was a graduate of the Myrtle Beach Gunnery School, serving two years as a tail gunner in a B-26 Air Force plane. Mr. [redacted] served eleven (11) months in combat flying out of Sardinia, and completed fifty-four (54) combat missions before being shot down over enemy territory. SUBJECT was captured by the Germans and served nine (9) months in various prisoner-of-war camps throughout Germany. [redacted] suffered from a nervous breakdown following his return to USAF control and is now drawing partial disability pension. Mr. [redacted] is still very interested in flying and spends much of his spare time in the afternoon and early evening sitting on his front porch observing aircraft flying in the area. Mr. [redacted] also stated that, as a commercial art student, he spends a great deal of time studying cloud formations for color and shadow effect. It was during one of these periods of sky study that SUBJECT noted 15 to 20 unidentifiable aerial objects flying near the base of the cloud. Concerning this specific incident on 29 June 1949, Mr. [redacted] stated in substance as follows:

"On 29 June 1949, I returned from Commercial Art School about 1530 and after bathing, taking a short nap and eating dinner, I moved to my customary position on the front porch of my abode at 924 Wilmont Court, Baltimore 2, Maryland, and began my usual study of cloud formation. At approximately 1830 hours, local daylight time, I observed a monoplane (civilian-type light plane) flying east at an altitude of approximately 2,000 ft. On closer observation of this plane, I noticed what appeared to be a cylindrical object attached beneath the plane in the normal position of a belly tank on a fighter airplane. Several minutes later I observed three (3) flights of three (3) each aircraft flying from the general direction of the airport toward a cloud, into which the civilian-type monoplane had disappeared. This cloud was a strato-cumulus type formation and appeared to be several city blocks in size. At the time of this observation, I presumed the nine (9) airplanes to be Maryland National Guard planes, since they resembled P-47s as flown by the Guard in this area. Upon nearing the cloud, the formation of nine planes veered sharply in course and flew away into the clouds. I did not again see the civilian-type monoplane. While my eyes were still focused on the spot where the civilian-type monoplane had disappeared, I suddenly noticed something

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[redacted]

circling the cloud at a terrific rate of speed. These objects would appear for about two-second intervals and then disappear from sight for a period of one to two seconds. My attention became riveted to this spot in the sky and I observed the action of these objects for the next two hours, or until approximate darkness. After observing these objects for a period of about fifteen minutes, during which time I was able to ascertain that there were approximately 15 to 20 "V"-shaped objects flying (or moving) in circular formation in and out of the cloud, I summoned my wife from inside the house and pointed out the objects to her. She was able to see exactly the same thing that I had been witnessing. Within a few minutes almost all of the persons living in Wilmont Court had gathered around my front door step, and we spent the next two hours observing and discussing what we were witnessing. After observing the objects for approximately thirty minutes, I realized that I was observing something of a phenomena and telephoned the Baltimore "News Post" and requested that they send a reporter out to witness the flight of the unidentified objects. The "News Post" was rather skeptical about the whole thing, and informed me that they would call the airport and see if there were anything to it. When I made the call to the "News Post" I had not considered the $25.00 reward normally offered by this newspaper for the scoop of a news story, and this fact was not brought to my attention until sometime later by one of the neighbors. Fifteen or twenty minutes later, I called the newspaper back, and asked them what they had found out. The individual informed me that he had called the tower at the Baltimore Municipal Airport and they reported no activity at that point. The reporter stated that he might drop by Wilmont Court, but he never came out. I had a pair of field glasses, but was unable to bring the objects into focus due to the rapidity of their motions. All the neighbors in the crowd watching the objects were able to see them, and to the best of my knowledge all of these persons agreed that it could not possibly be a flight of birds, a conventional type of airplane or airplanes, or any of the various advertising schemes employed in the Baltimore area. The best description that I can give of the objects is that they resembled a boomerang which had been pulled out. Actually, they were an open angular, with the vertex angle approximately 70°; the legs of the angle had some thickness, but there was no evidence of engines, fuselage, cannopies, landing gear or other conventional aircraft construction. Upon first observing the objects, they were circulating at a rapid rate of speed around the cloud. Within a few minutes, the tactics of the formation was changed, and a darting motion in and out of the cloud appeared. The objects first appeared

at a bearing of about 135° from the north, and at a distance that I would estimate as six (6) miles, which I believe would put them over the Bay, beyond the airport. This position was later confirmed by the traffic pattern of several Commercial airliners landing at the airport. The objects were in plain view to me at the same time I was observing the commercial-type airliners, and it was quite evident that the objects were beyond the airport traffic pattern, but in the exact direction of the airport. The objects moved from southeast to Northeast Baltimore, and finally disappeared at a bearing of approximately 95°. The altitude of initial observation was approximately 20° from the horizon. However, on two occasions the unidentifiable aerial objects flew in the direction of my vantage point and reached a height of about 50°. On these occasions I was able to observe the objects more closely and could more plainly confirm my initial description of the objects. The objects were black in color, with a dull sheen that showed no sun reflection. I was extremely impressed by the high degree of maneuverability and the terrific rate of speed at which the objects appeared to be traveling. The objects seemed to possess the ability to reverse their course 180° instantaneously, as they would be flying in one direction, disappear for one to two seconds, and reappear flying on a course 180° opposite from the initial course. The objects seemed to prefer in and around the small puffy clouds just below the strato-cumulus cloud formation. I would estimate the size of these objects to be about the size of a doubled fist extended arm's length."

Mr. [redacted] stated that during the time that he flew as a field gunner in the Air Force he observed airplanes from a distance and birds in flight many, many times, and he was absolutely positive that what he saw on the afternoon of 29 June 1949 was not something he had witnessed before in his life. Mr. [redacted] further stated that he made several attempts the next day to contact the proper authorities so that a report might be made of the situation. On 1 July 1949 he went to the Old Navy Building and talked to Captai[redacted], District Intelligence Officer, who told him that he would turn the information over to the proper Air Force authorities in Baltimore for investigation. Mr. [redacted] stated that he was rather reluctant to make a report, due to the treatment he had received from the "News Post", but, being an Air Force veteran, he felt it a patriotic duty to report the situation to the proper authorities.

AGENT's NOTE: Mr. [redacted] appears to be a very well educated, intelligent, conscientious individual, and gives the impression of full sincerity in the report of this matter. Mr. ROLFE is a commercial artist student,

and has volunteered to attempt to place what he saw on a black and white ink drawing. He estimates that it will take him approximately two weeks to complete this drawing, since it will be necessary to make numerous preliminary sketches from memory. Mr. ROLFE has been requested to save all preliminary sketches and all work sheets.

12. The following persons were interviewed by Special Agents BULK and SUNDSTAD on 9 July 1949, all house numbers - Wilmont Court, Baltimore, 2, Maryland, and these individuals stated, concerning unidentifiable aerial objects observed 29 June 1949, in substance as follows:

[redacted] - stated that she and her husband observed approximately 50 dark objects in the southeast section of Baltimore, and traveling north at a speed far in excess of that made by birds. The objects were observed for about twenty seconds, and then would disappear for a couple of minutes and reappear traveling in the opposite direction. The objects were dark in color and flew in no set formation. She had the objects pointed out to her by the group collected around [redacted] The objects were seen from approximately 1830 to 2030 hours.

[redacted] - advised that he observed approximately twenty flying objects about 1915 hours and that these objects appeared over southeast Baltimore and maneuvered over in a northeasterly direction. Mr. [redacted] described the actions of the objects as grouping in a mass in flight and forming into a winglike formation on the turns. [redacted] advised that the objects seemed to appear for 20-second intervals at one minute periods. The shape of the objects somewhat resembled airplanes and were last seen just before darkness. Master [redacted], son of above informant, advised that he saw a number of black objects traveling at a speed much faster "than airplanes ever went" from about 1900 hours until dusk.

Mrs. [redacted] - Miss [redacted] - and [redacted] advised that at approximately 1800 hours they had seen objects, which they described as "wedge shaped", flying from the southeast to the northeast sections of Baltimore at a very high rate of speed, almost as though they were being pulled through the air. The objects were described as being smaller than planes, and were said to have disappeared upon the appearance of other planes in the area. The objects were thought to be black in color, but due to the rapid rate of speed at which they were traveling none of the above-mentioned individuals could make an accurate statement as to the description of the objects. The number of objects was thought to be about twenty, and the time of disappearance was estimated at about 2000 hours.

[redacted] - advised that she had seen an unknown number of strange objects circling southeast and northeast of Baltimore about dusk. Mrs. [redacted] advised that she did not know whether the objects were birds or not, but described them as being about the size of planes and

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dark in color. She went on to say that during the time the objects were seen several airplanes flew across her field of vision while she observed the objects, but that the presence of airplanes in the area did not seem to have any effect on the actions of Subject objects.

Mrs. [redacted] stated that at approximately 1900 hours she had watched the black objects in the southeastern sky through field glasses, and that they appeared to be too high to be birds, and that the objects appeared to swoop and turn at a very high rate of speed. She stated that the objects did not appear to maintain any set formation, but that they did progress more in a northernly direction, disappearing into the northeastern sky just before dark.

[redacted] stated that her husband called her from the porch of her home at approximately 1845 hours and pointed out to her some objects in the sky which he had been observing. She and her husband and a group of neighbors observed these objects until dark. Mrs. [redacted]'s description of the objects tallied completely with that of her husband.

[redacted] stated that she observed objects in the sky for about two hours, between 1830 and 2030. Mrs. [redacted] said her eyesight was not good, and the objects appeared to be thick strings, appearing and disappearing below a layer of strato-cumulus clouds.

Mrs. [redacted] observed the objects from 1830 to 2030 hours, and first thought them to be birds. Closer observation made her realize that birds did not travel at the terrific rate of speed at which these objects appeared to be going. The objects continued to dart in and out of the clouds.

Mr. [redacted] - brother of Mrs. [redacted] saw the same objects as his sister. Mr. [redacted] further stated that the next day, while on duty on the third floor of the Accident Ward, John Hopkins Hospital, he overheard a conversation between three unknown doctors concerning objects they had observed in the sky the afternoon before. Mr. [redacted] stated that the objects darted in and out of the clouds much too fast for birds, and that it could not have been light flashes on the bottom of the clouds since he saw a definite solid object.

[redacted] his wife [redacted], age 12, 918 - saw groups of objects, in a triangular shape, darting in and out of the clouds much too fast for birds. The clouds were light in color and the objects were dark. These objects were observed for approximately two hours.

Mrs. [redacted] saw what appeared at first to be a group of birds, but these objects were moving much too fast in and out of the clouds. There appeared to be about three (3) objects in the group, at an altitude of about 20° from the horizon. Mrs. SCHMITT stated that she did not see the objects after two airplanes appeared in the vicinity.

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[redacted]

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ROLFE - 24-78

[redacted] 12, 902 - saw the objects darting in and out of clouds for about two hours before dark. He stated they were much too fast for birds,- "I ain't never seen no birds do like them things did."

Mrs. [redacted] 13, 904 - Mrs. [redacted] saw the crowd watching objects in the sky, but did not go outside to see what was going on. However, JOSEPH said he saw objects in the sky that looked like airplanes, "except more like the kind in Buck Rogers."

[redacted] 06 - observed what he thought to be flashes of light on the bottom of the cloud from the ball diamond immediately adjacent to Wilmont Court, at about 1900 hours. He paid no attention to the matter and continued to play baseball.

Mrs. [redacted] saw the crowd, but did not know what they were looking at.

[redacted] 0 - was sitting on his front porch at 1830 hours and observed the crowd in the next block of Wilmont Court. He walked to the corner and looked in the direction the crowd was pointing and saw what appeared to be a group of pigeons flying in formation, but flying far too fast for birds. He estimated the height to be approximately 20° above the horizon. Mr. [redacted] further stated that he was positive that what he saw was a solid object and not a conventional aircraft.

[redacted] 00 - accompanied Mr. GORSUCH to the corner and observed the same thing, as stated in the above interview.

13. The following individuals were interviewed by Special Agent BELK, and all stated that they did not observe anything in the sky on 29 June 1949, between the hours 1830 and 2030. However, each qualified his remarks by stating that he "wasn't looking for anything in the sky."

Mr. [redacted] ilmont Court
Mrs. [redacted] t
Mrs. [redacted]
Mr. [redacted] ourt
ROSE [redacted]
Mr. & [redacted]
Mr. [redacted] ilmont Court
Mr. [redacted] ourt
Mrs. [redacted] t
[redacted]
[redacted] ord
Mr. and Mrs. [redacted]
[redacted]
Mrs. [redacted]
Mr. [redacted]
Mr. J[redacted]

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[redacted]

14. A suggestion was made that persons might possibly be observing a split beam used for advertising by Universal Motors, Inc., 29th and Remington Streets, Baltimore, Maryland. On 9 July 1949, Universal Motors was contacted telephonically and it was ascertained that the beacon had not been operating during this period of time.

15. On 10 July 1949, Mr. [redacted] 924 Wilmont Court, was again interviewed and the following additional information obtained:

Mr [redacted] enlisted in the U. S. Air Force on 10 January 1942 and was discharged from the Fort Dix, New Jersey, Separation Center on 5 October 1945. He was born 13 October 1922.

The possibility of the objects seen by Mr [redacted] being flashes of light on the bottom of the cloud was discussed. Mr. [redacted] again flatly denounced any such theory and insisted that he had seen objects as described in his previous interview.

16. On 10 July 1949, an attempt was made to contact doctors in the Accident Ward of John Hopkins Hospital, Monument & Rutton Streets, Baltimore, Maryland, concerning the report made by Mr. [redacted] All doctors on duty in the Accident Ward were hastily interviewed between patients, and no information concerning this investigation was revealed. It was suggested that the investigation be cleared through the Office of the Director, John Hopkins Hospital, and that some information might be obtained through that office as to doctors on the third floor on 29 June 1949 between the hours 1830 and 2030.

17. On 11 July 1949, Special Agent [redacted] contacted Mr. [redacted] of the Aerial Insecticide Fungae Corporation, Catonsville, Maryland. Mr. ADAMS stated, in substance, that between the hours of 1930 and 2015 on 29 June 1949, his company had a Steerman, N-1379V, towing a thirty-letter sign. The sign on the banner read, "Drink Beery Gunthers". This sign was flown from an altitude of 1,000 to 1,700 ft., and circled over the northeast part of Baltimore. The Steerman was accompanied by a silver aerocoupe which maintained radio contact with the ground and Mr. [redacted], of Radio Station WBMD. The Steerman was flown by Mr. FRANCIS [redacted] McSWANEY, Catonsville.

18. On 12 July 1949, this Agent interviewed Mr. [redacted] Catonsville, Maryland, who stated, in substance, that he was flying a Steerman, N-1379V, and towing a 180-foot banner on a 350-foot rope behind the plane. Each letter in this sign is 7' by 4'. He did not know what area he was flying, as he was in radio contact with a silver aerocoupe owned by the Atlantic Aircraft Division of the Municipal Airport. He saw no strange objects while in the sky and had heard nothing concerning this matter.

[redacted]

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19. The following information was obtained by this Agent from Radio Station WBMD:

The Gunther Brewing Company, of Baltimore, Maryland, sponsors a radio program known as "Stop the Plane" over Radio Station WBMD. A Steerman towing a sign, "Drink Beery Gunthers", flies over various sections of the City of Baltimore. Radio contact is maintained with Mr. JOE FRANCE, Announcer on the Gunther Program on WBMD. As the plane picks up a landmark in the various subdivisions of the city, two telephone calls are placed to persons residing in that area. If they can "Stop the Plane" by supplying the missing letter in the sign they win a series of valuable prizes.

AGENT'S NOTE: Due to this contest, Baltimore is overpopulated with "sky watchers".

20. On 14 July 1949, the records of Headquarters and Headquarters Squadron, 1909th AACS, Andrews Air Force Base, were consulted by Special Agent MURRAY H. CHASIN. These records indicated that 1s[redacted] was on duty as GCA Control Officer, between the hours of 1700 and 2400 on 29 June 1949. [redacted] was interviewed and stated that there were no unusual occurrences or receptions on the GCA radar screen between 1900 and 2200 hours on 29 June 1949.

On 15 July 1949, Special Agent JOHN R. GOOLSBY interviewed Captain T. A. GIANTATSIS, Officer-in-Charge, National LEW Radar Station, Gravelly Point, Alexandria, Virginia, who stated, in substance, that the operations at the National Airport revealed that on 29 June 1949 a C-47 aircraft, No. NG-5970, had requested a position from the radar station and that the station had remained in contact with the airplane for approximately forty minutes. The logs made no mention of having picked up any unidentifiable aircraft or objects, and operators who were questioned stated that they did not recognize any forms or unusual objects in their radar scope. Captain GIANTASIS explained that the radar scope might reveal metallic objects which would reflect in the scope. However, unless the pilot specifically requested from the station operator some information relating to the unidentifiable objects, they would appear to the operator to be other aircraft in the area. Captain GIANTASIS stated that the principal characteristics of the unidentifiable objects were of such a nature as to preclude any "PIPS" on the radar screen. However, he stated that he would like to point out the fact that, even if the operator did not report any such incident, this fact did not necessarily preclude the possibility of such objects being in the area at the time indicated. Station MEW tracked the above-mentioned C-47 for about forty minutes. Copy of the log indicated that the aircraft was flying at an altitude of 2,000 ft.; radar control was assumed at 1954-E on Channel 9; and radar screens were 5 X 5.

PENDING

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[redacted]

[redacted]

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ROLFE - 21-78

UNDEVELOPED LEADS

DISTRICT OFFICE No. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will conduct investigations at Aberdeen Proving Ground, Maryland, Edgeworth Arsenal Proving Ground, Maryland, and Martin Aircraft Company, Baltimore, Maryland, to determine whether any experimental firing was being conducted in the area.

2. Copies of sketches will be picked up from Mr. [redacted] about 1 August 1949.

3. Will report completion of investigation.

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[redacted]

[redacted]

GUIDE TO INVESTIGATION
UNIDENTIFIED AERIAL OBJECTS (UNIDENTIFIED)

1. Date of Observation: 29 June 1949 Date of Interview: 9,10,11 July 1949

2. Exact time of observation (local):

3. Place of Observation:
(Map Coordinates)

4. Position of observer (air, car, bldg, location of. Give details.):
924 Wilmont Court, Madison & Ensor Streets, S.E., Baltimore, Maryland.
Observer standing in common area between courts.

5. What attracted attention to object? Observer sitting on front porch watching the flight of National Guard and Commercial airplanes in the area.

6. Number of objects and sketch of formation or grouping: Fifteen (15) to twenty (20) objects flying in a circular group formation when first noted. Formation of objects changed rapidly to include echelon of objects, "V" formation and straight line.

7. Apparent size (compare to known object, i.e., sun, moon, thumb or fist at arms length): Each object appeared to be slightly larger than a doubled fist.

8. Color of object: Objects were black in color.

9. Shape (give graphic description - compare with known object): Objects resembled an open angle, with a vertex of 70 degrees, and sides of angle had thickness. There was no evidence of engines, fuselage or tail assemblies. Witness described objects as a "boomerang that had been pulled out", "a flying wing without interior sections."

10. Altitude (angle of elevation above horizon - 0° at horizon, 90° overhead): Objects varied in angular height from the observers from 20° to 50°. Objects flying at base of clouds confirmed by metro as 2500 ft.

11. Direction from observer (angle clockwise from North): Objects varied in bearing from 135° to 95° from observer.

12. Direction of flight of object (s): Objects appeared first bearing 135° and disappeared at 95°.

13. Time in sight: Objects in sight approximately two (2) hours, 1830 - 2030, local daylight time.

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[redacted]

GUIDE TO INVESTIGATION UNCLASSIFIED

UNIDENTIFIED AERIAL OBJECTS

14. Speed (time to cover given angular distance): Very rapid motion with extreme maneuverability.

15. Sound and odor: None

16. Distance from observer (distance to town, building, etc., over which object appeared to be): Objects appeared to be beyond Municipal Airport, approximately seven (7) miles away.

17. Trail (color, length, width, peristance, etc.): none

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance): Black, non-reflecting.

19. Projections (fins, wings, rods, antennae, canopies, etc.): None.

20. Maneuvers (turns, climbs, dives, etc. - sketch of flight path): Complete description given in interview, Mr. GEORGE ROLFE.

21. Manner of disappearance: Dissolved into the clouds.

22. Effect on clouds: None

23. Additional information concerning object: None.

24. Weather conditions and light at time of sighting: 12,000 overcast, 3,000 scattered 7/10th coverage, strata-cumulus clouds, nine (9) miles visibility, ground wind four (4) miles east.

Name and address of observer: Mr. [redacted]
[redacted]
Baltimore, Maryland

Occupation and hobbies: Commercial artist.

Comments of Interrogator relative to intelligence and character of observer. (Check neighbors, police department, FBI records, employer, etc.):

Observer appears to be a reliable and conscientious citizen and appears to have reported this incident in good faith. G-2, 2nd Army, Baltimore Police reveal no record of SUBJECT. (Complete personal history in interview.

Did observer wear glasses, especially polaroid glasses at time of sighting or was object viewed through canopy, window, or other transparent material?

Glasses were not worn.

UNCLASSIFIED

[redacted]

INCIDENT NO. 328

1. Date of Observation 29 June 1949 Date of Interview 9-10-11 July 1949

2. Exact Time (local) 1630-2030

3. Place of Observation Baltimore, Maryland

4. Position of observer Ground

5. What attracted attention to object. Noticed while watching cloud formation

6. Number of objects 15-20 in perfect formation

7. Apparent size At distance appeared the size of pigeons or slightly larger than double fist.

8. Color of object Black with dull sheen

9. Shape V-shaped or like boomerang

10. Altitude 1500-2500-20°-50°

11. Direction from observer 135° at first, last seen 95°

12. Distance from observer 6-7 Miles

13. Direction of flight of object(s) SE to NE

14. Time in sight 2 Hours

15. Speed 500-700 MPH

16. Sound and odor None

17. Trail None

18. Luminosity Black non-reflecting

19. Projections None

20. Maneuvers Objects made wide circle around cloud and darted in and out of clouds could reverse course.

21. Manner of disappearance Approach of darkness dissolved into clouds.

22. Effect on Clouds None

23. Additional Information Concerning Object-

24. Weather Conditions. 12,000 overcast, 3,000 scattered, 7/10 coverage, 9 miles visibility 4 Mile wind from East.

(over)

Name and address of observer: Mr. [redacted] Court, Baltimore, Md.
and several neighbors

Occupation and hobbies:

Commercial artist student

Comments of Interrogator relative to intelligence and character of observer(s):
Appeared to be well educated, intelligent, conscientious, sincere individual.

NOTE: See original report for data on the numerous other witnesses.

NARRATIVE SUMMARY:

"On 29 June 1949, I returned from Commercial Art School about 1530 and after bathing, taking a short nap and eating dinner, I moved to my customary position on the front porch of my abode at [redacted] Court, Baltimore 2, Maryland, and began my usual study of cloud formation. At approximately 1630 hours, local daylight time, I observed a monoplane (civilian-type light plane) flying east at an altitude of approximately 2,000 ft. On closer observation of this plane, I noticed what appeared to be a cylindrical object attached beneath the plane in the normal position of a belly tank on a fighter airplane. Several minutes later I observed three (3) flights of three (3) each aircraft flying from the general direction of the airport toward a cloud, into which the civilian-type monoplane had disappeared. This cloud was a strato-cumulus type formation and appeared to be several city blocks in size. At the time of this observation, I presumed the nine (9) airplanes to be Maryland National Guard planes, since they resembled P-47s as flown by the Guard in this area. Upon nearing the cloud, the formation of nine planes veered sharply in course and flew away into the clouds. I did not again see the civilian-type monoplane. While my eyes were still focused on the spot where the civilian-type monoplane had disappeared, I suddenly noticed something circling the cloud at a terrific rate of speed. These objects would appear for about two-second intervals and then disappear from sight for a period of one to two seconds. My attention became riveted to this spot in the sky and I observed the action of these objects for the next two hours, or until approximate darkness. After observing these objects for a period of about fifteen minutes, during which time I was able to ascertain that there were approximately 15 to 20 "V"-shaped objects flying (or moving) in circular formation in and out of the cloud, I summoned my wife from inside the house and pointed out the objects to her. She was able to see exactly the same thing that I had been witnessing. Within a few minutes almost all of the persons living in Wilmot Court had gathered around my front door step, and we spent the next two hours observing and discussing what we were witnessing. After observing the objects for approximately thirty minutes, I realized that I was observing something of a phenomena and telephoned the Baltimore "News Post" and requested that they send a reporter out to witness the flight of the unidentified objects. The "News Post" was rather skeptical about the whole thing, and informed me that they would call the airport and see if there were anything to it. When I made the call to the "News Post" I had not considered the $25.00 reward normally offered by this newspaper for the scoop of a news story, and this fact was not brought to my attention until sometime later by one of the neighbors. Fifteen or twenty minutes

Name and address of observer: Mr. [redacted] Court, Baltimore, Md.
and several neighbors

Occupation and hobbies:

Commercial artist student

Comments of Interrogator relative to intelligence and character of observer(s):
Appeared to be well educated, intelligent, conscientious, sincere individual.

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Name and address of observer: Mr. [redacted]t Court, Baltimore, Md.
and several neighbors

Occupation and hobbies:

Commercial artist student

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

NARRATIVE SUMMARY:

later, I called the newspaper back, and asked them what they had found out. The individual informed me that he had called the tower at the Baltimore Municipal Airport and they reported no activity at that point. The reporter stated that he might drop by Wilmot Court, but he never came out. I had a pair of field glasses, but was unable to bring the objects into focus due to the rapidity of their motions. All the neighbors in the crowd watching the objects were able to see them, and to the best of my knowledge all of these persons agreed that it could not possibly be a flight of birds, a conventional type of airplane or airplanes, or any of the various advertising schemes employed in the Baltimore area. The best description that I can give of the objects is that they resembled a boomerang which had been pulled out. Actually, they were an open angular, with the vertex angle approximately 70°; the legs of the angle had some thickness, but there was no evidence of engines, fuselage, canopies, landing gear or other conventional aircraft construction. Upon first observing the objects, they were circulating at a rapid rate of speed around the cloud. Within a few minutes, the tactics of the formation was changed, and a darting motion in and out of the cloud appeared. The objects first appeared at a bearing of about 135° from the north, and at a distance that I would estimate as six (6) miles, which I believe would put them over the Bay, beyond the airport. This position was later confirmed by the traffic pattern of several Commercial airliners landing at the airport. The objects were in plain view to me at the same time I was observing the commercial-type airliners, and it was quite evident that the objects were beyond the airport traffic pattern, but in the exact direction of the airport. The objects moved from southeast to northeast Baltimore, and finally disappeared at a bearing of approximately 95°. The altitude of initial observation was approximately 20° from the horizon. However, on two occasions the unidentifiable aerial objects flew in the direction of my vantage point and reached a height of about 50°. On these occasions I was able to observe the objects more closely and could more plainly confirm my initial description of the objects. The objects were black in col r, with a dull sheen that showed no sun reflection. I was extremely impressed by the high degree of maneuverability and the terrific rate of speed at which the objects appeared to be traveling. The objects seemed to possess the ability to reverse their course 180° instantaneously, as they would be flying in one direction, disappear for one to two seconds, and reappear flying on a course 180° opposite from the initial course. The objects seemed to prefer

Incident 398

Name and address of observer: Mr. [redacted], Baltimore, Md.
and several neighbors

Occupation and hobbies:

Commercial artist student

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

NARRATIVE SUMMARY:

in and around the small puffy clouds just below the strato-cumulus cloud formation. I would estimate the size of these objects to be about the size of a doubled fist extended arm's length."

~~CONFIDENTIAL~~ UNCL

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-78	DATE 24 August 1949
	REPORT MADE BY CLAUDIUS E. BELK jds	
TITLE [redacted] Baltimore 2, Maryland	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 19, 27 July; 2, 18 August 1949	
	OFFICE OF ORIGIN DO #4, Bolling Air Force Base	
	STATUS CLOSED	

CHARACTER
SPECIAL INQUIRY - UNIDENTIFIABLE OBJECTS

REFERENCE
Pending Report of S/A CLAUDIUS E. BELK, DO #4, dtd 18 July 49, file 24-78

SYNOPSIS

Flight Test Section, Glenn L. Martin Aircraft Company, Army Chemical Center, Edgewood, Maryland and Army Proving Grounds, Aberdeen, Maryland, were contacted and no flight or flight tests were conducted 29 June 1949. Artist's conception of unidentifiable objects received from Mr. GEORGE R. ROLFE.

DOWNGRADED AT 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

UNCLASSIFIED

other (Birds)

DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP
Hqs OSI (incl) 2 DO#4, 2 DO #5 (incl) 4 (for forwarding to the C.G., Air Material Command ATTN: MCIAXS	C. G., Air Materiel Command ATTN: MCIAXS APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	

AFCSI FORM 4
23 JULY 1948

~~CONFIDENTIAL~~

0-1078, AF

[redacted]

ROLFE, 24-78

UNCL[illegible]

DETAILS:

On 19 July 1949, the Operations Records of the Glenn L. Martin Airport, Glenn L. Martin Aircraft Corporation, Baltimore 3, Maryland, were made available to this Agent and these records disclosed that on 29 June 1949, between the hours of 1905 and 1940, local time, a Martin "202" Airliner, NC 93054, the property of Northwestern Airlines, was flying locally in the Baltimore area on a Customer Acceptance Flight. Weather was noted as overcast. Pilot of above-mentioned airplane was listed as [redacted] Contract Pilot for Northwestern Airlines, at the Glenn L. Martin plant.

Mr. [redacted] Contract Pilot, Northwestern Airlines, Glenn L. Martin Aircraft Company, Baltimore 3, Maryland, was interviewed this date concerning a Flight, 29 June 1949, between the hours of 1905-1940, local time. [redacted] stated that the weather was overcast and that he flew locally for a period of 35 minutes and during this time observed nothing of a strange nature in the air.

A check of the records of the Plant Protection Office, Glenn L. Martin and Flight Test Section, Glenn L. Martin Company this date indicate that no experimental flying was conducted 29 June 1949.

On 27 July 1949, Mr. LOUIS BENJAMIN, Chief, Test Division, Technical Command, Army Chemical Center, Edgewood, Maryland, was contacted concerning experimental firing conducted by that organization on 29 June 1949.

Mr. BENJAMIN stated that no firing was conducted on that date at the Army Chemical Center.

On 2 August 1949 Testing Division of the Army Proving Grounds, Aberdeen, Maryland, was contacted and stated in substance that no firing was conducted on 29 June 1949 that would have reached 2,000 feet or could have been seen from the area of Baltimore City.

On 18 July 1949, artist's conception of unidentifiable objects seen 29 June 1949 received from Mr. [redacted] Photograph of this drawing inclosed herewith as exhibit.

INCLOSURES

FOR C.G., AIR MATERIEL COMMAND, W-P AFB, ATTN.: MC IAXS

1. Exhibit A - Photograph of artist's conception.

FOR HEADQUARTERS, OSI

1. Exhibit A - Photograph of artist's conception.

- CLOSED -

UNCLASSIFIED

[redacted]

This case includes
2, 8"x10" drawings



24-78
EXHIBIT "A"

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/JEM/fmn

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

[redacted]

IN REPLY REFER TO: 5D 24-21Z

21 July 1949

SUBJECT: PROJECT CRUDGE
SPECIAL INQUIRY

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXS

1. Inclosed for your information is report of investigation by Special Agent CLAUDIUS E. BELK, DO #4, dated 18 July 1949. Your attention is invited to the action agency indicated in the report, which is incorrect. 4th OSI District has been informed of the correct symbol for your office.

2. This is a pending report and investigation is continuing. Copies of additional reports will be forwarded your office upon receipt by this District Office.

1 Incl
R/I dtd 18 Jul 49
(in dup)

Cy to: Hq OSI

/s/ Jerome M. Braun
WOJG, USAF
JEROME M. BRAUN
Acting District Commander

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Dupe?

UNCLASSIFIED

[redacted]

JUL 26

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