PROJECT 10073 RECORD

1. DATE - TIME GROUP 23 June 1949 23/2200Z	.OCATION Klamath Falls, Oregon
3. SOURCE Civilian	10. CONCLUSION AIRCRAFT
4. NUMBER OF OBJECTS 4 - 5	No data presented to indicate objects could NOT have been A/C.
5. LENGTH OF OBSERVATION 3 - 4 Minutes	11. BRIEF SUMMARY AND ANALYSIS Objects were flying horizontally in a trail formation in a SE direction. They were oval in shape, approx the size of a dinne plate, left no exhaust trail, had not appendages attached. Was grayish-white in color and maneuvered in a sharp turn to an easterly direction and faded from view due to distance.
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE SE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

UNCLASSIFIED [redacted] DOE 5

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-28

DATE 25 October 1949

REPORT MADE BY RALPH E. HOUSER, SA

REPORT MADE AT DO #20, McChord AFB

PERIOD 8 July, 22 September; 3, 12, 19 October 1949

OFFICE OF ORIGIN DO #20, McChord AFB

STATUS PENDING

TITLE

UNCONVENTIONAL AIRCRAFT
Sightings of Unidentifiable Aerial Objects at Klamath Falls, Oregon, by Mr. T. C. Peterson
23 June 1949

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

None, this is an initial report

SYNOPSIS

Investigation initiated by Acting District Commander. Investigation disclosed that all interviewees had observed several unidentifiable objects at approximately 1400 hours (PDT), on 23 June 1949. These objects were traveling at an estimated altitude of approximately 25,000 feet at a very high rate of speed. These objects were in sight for approximately three or four minutes, and were flying horizontally in a trail formation in a southeasterly direction. They were oval in shape, approximately the size of a dinner plate, left no exhaust trail, had no appendages attached, were grayish-white in color, and maneuvered in a sharp turn to an easterly direction and faded from view.

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A/C

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Wright-Patterson AFB
Dayton, Ohio
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APPROVED

R. D. Mulcher

R. D. MULCHER
Major, USAF
Acting *District Commander.*

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Incident 497

7-3712-21

AFCSI-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16-47744-1 U. S. GOVERNMENT PRINTING OFFICE

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File No. 24-28 [redacted]

DETAILS:

1. Investigation initiated on 1 July 1949 by the Acting District Commander after having been advised by a reliable federal agency that unidentifiable aerial objects were sighted in Klamath Falls, Oregon, on 23 June 1949.

2. Special Agents JOHN T. REILLY and EARL D. JAMESON assisted in the investigation of this case.

AT KLAMATH FALLS, OREGON

3. On 8 July 1949, S/A REILLY interviewed Mr. [redacted] employed as CAA maintenance technician at Klamath Falls Airport, Klamath Falls, Ore. The interviewee advised that he sighted approximately 4 or 5 unidentifiable objects in the sky from the ground outside the main hangar at the Klamath Falls Airport at approximately 1415 hours (PDT), 23 June 1949. These objects were first sighted in trail formation about 70° above the horizon. They were traveling horizontally in a SSE direction at a speed faster than any jet ever seen by [redacted] They were about the shape and size of a dinner plate, appeared to be of metallic construction, metallic or grayish-white in color, were at an estimated altitude of 25 or 30,000 feet, had no sound, left no exhaust or contrails, no visible effect on the clouds, no visible lights or reflections from the sun, no visible means of propulsion or support, and no appendages. They were in sight for a period of three or four minutes, and during this period of observation, one object passed the one in front of it and the objects turned to an easterly direction and faded from view. at about 45° above the horizon. Mr. [redacted] is employed as a maintenance technician for the CAA at Klamath Falls, Oregon. He appeared to be an intelligent person who would be qualified to identify conventional aircraft. He has no definite hobby, but likes to hunt and fish. During the time of observation, he was wearing green sun glasses. Altitude of the objects was estimated in comparison with the clouds.

4. On 22 September 1949, Mr. [redacted], Klamath Falls, Ore., employed as manager of the CAA in Klamath Falls, was interviewed by the writer at his home and advised that on 23 June 1949 at approximately 1400 hours (PDT), he sighted four or five unidentifiable aerial objects from the control tower at the Klamath Falls Airport. He stated that he happened to look out of the tower and sighted these objects. They were first sighted at an angle of elevation above the horizon of between 45 and 80°. They were traveling horizontally in a SSE direction at an

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[redacted]

File No. 24-28

estimated altitude of 25 or 30,000 feet at an estimated speed of 800 or 1000 mph. They were about 11 inches in diameter, comparable to a dinner plate, being slightly oblong. They appeared to be of metallic construction, dirty white or grayish-cream color. They left no exhaust trail, had no effect on the clouds, made no sound, had no means of support or stability, no visible means of propulsion, no appendages attached, and no lights. These objects were in view for 3 or 4 minutes. They were flying in trail formation, and made a sharp turn, nearly 90°, to the east and then faded from view. [redacted] advised that both military and commercial aircraft fly over Klamath Falls at all hours of the day; however, he had no knowledge of any formations in the vicinity at the time the objects were sighted. He advised that he does not have a record of flight schedules for 23 June 1949. No testing devices were sent aloft by the Weather Station. He further advised that the objects were observed by [redacted], who is presently located at the CAA Station, Yakima, Washington. [redacted] also advised that when he first sighted the objects, he called his wife at their home, which is about one mile north east of the airport, so that she might observe them. [redacted] is in a position to know all types of aircraft and is well qualified on identification of all conventional aircraft. He does not wear glasses, has a hobby of target shooting and gun collecting. He appeared to be an intelligent, respectable person who would not report the sighting of such objects to seek publicity.

5. On 22 September 1949, Mrs. [redacted] 4016 Clinton Ave., Klamath Falls, Ore., was interviewed by the writer at her home and advised that on 23 June 1949 at approximately 1300 hours (PST), her husband called her on the telephone and called her attention to some unidentifiable objects in the air over Klamath Falls. She immediately went into the yard where she observed the objects for approximately two minutes. There were four or five objects traveling horizontally in a trail formation in a southeasterly direction at an undetermined altitude. They appeared to be traveling about as fast as a jet airplane. She first sighted them at 80° above the horizon. She described the objects as being oval in shape, about the size of a dinner plate, olive drab in color, and of metallic construction. They left no exhaust trail. They made no sound. They had no wings, no appendages, appeared to be smooth, had no noticable effect on the clouds, and no visible means of propulsion. During the period of observation, she saw one of the objects pass the one in front of it and then the group made a sharp turn toward the east and faded from view.

6. Mrs. [redacted] is a housewife. She wears glasses, and appears to be an intelligent person. However, she may have been influenced by her husband's report of the same objects. She has a hobby of target shooting and gun collecting.

7. Approximate position of all observers was 42° 9' 30" North

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[redacted]

[redacted]

File No. 24-28

Latitude and 121° 44' West Longitude.

8. On 3 October 1949, a check by [redacted] was made of the CAA Weather Station, Klamath Falls Airport, Klamath Falls, Oregon. According to Weather Sequence Charts, the weather at the time the objects were sighted was clear with high, thin cirrus clouds at 25 or 30,000 feet.

9. Since there are no Ordnance, Naval, Army, or Air Force research units in Klamath Falls, the sighted aerial objects could not have been released testing devices.

10. These objects did not contact the earth, nor did they come near any other aircraft or known object.

11. No photographs of the objects are available.

12. On 19 October 1949, [redacted], CAA Aircraft Communicator, Klamath Falls Airport, Klamath Falls, Oregon, was interviewed by S/A JAMESON and after reviewing the aircraft flight contact records for 23 June 1949, advised that at 1533 hours, 23 June 1949, a position report received at Klamath Falls from National Guard Plane #3881 reported 2 F-80 type aircraft at 30,000 feet. Point of departure of these aircraft was Moses Lake AFB, Washington, and their destination was San Bernardino, California. The time of this report was the nearest to the time of sighting of unconventional aircraft. Mr. [redacted] also advised that no aircraft landed or took off from Klamath Falls Airport near the time of sighting of unconventional aircraft.

13. On 19 October 1949, Mr. [redacted] was re-interviewed by S/A JAMESON at his place of employment and advised that he could not furnish a sketch of the unconventional aircraft which he observed on 23 June 1949. He advised that from his point of observation the objects appeared to be about six inches apart. Mr. [redacted] also advised that the surrounding terrain of Klamath Falls is very rough and mountainous.

14. On 19 October 1949, Mr. and Mrs. [redacted] were interviewed by S/A JAMESON and advised that they do not recall the objects sighted on 23 June 1949 well enough to submit a sketch of them. They both advised that the terrain surrounding Klamath Falls is very rough and mountainous.

AT PORTLAND, OREGON

15. This portion of the investigation was conducted by S/A JAMESON.

16. Teletype Sequence Charts of weather at Klamath Falls are not available. However, on 12 October 1949, Mr. [redacted] of the United States Weather Bureau, Customs House, 220 NW 8th Avenue, Portland, Oregon, was interviewed and advised that sequence charts for Klamath Falls at 1300

File No. 24-28 [redacted]

hours (PST), 23 June 1949, read as follows: High, thin, scattered, cirrus clouds at 25,000 feet; visibility 30 miles; surface winds from west at 9 mph. Mr. [redacted]S also advised that the closest place for winds aloft reports is Burns, Oregon, which were as follows: 0700 hours (PST) (nearest report to time of sighting of unconventional aircraft), 23 June 1949 - 6000 feet, 280° at 9 knots; 8000 feet, 280° at 9 knots; 10,000 feet, 300° at 10 knots; 12,000 feet, 320° at 11 knots; 14,000 feet, 310° at 12 knots; 16,000 feet, 340° at 20 knots; 18,000 feet, 350° at 25 knots; 20,000 feet, 350° at 30 knots.

PENDING

[redacted]

[redacted]

File No. 24-28

UNDEVELOPED LEAD

DO #20, McChord AFB

AT YAKIMA, WASHINGTON

Will interview Mr. [redacted] AA Station, Yakima, Wash., with regard to the unidentified objects observed by him at Klamath Falls, Oregon, on or about 1400 hours (PDT), 23 June 1949.

[redacted]

[redacted]

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UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-28

DATE 23 November 1949

REPORT MADE BY
RALPH R. HOUSER, SA

REPORT MADE AT
DO #20, McChord AFB

PERIOD
10 November 1949

OFFICE OF ORIGIN
DO #20, McChord AFB

STATUS
CLOSED

TITLE
UNCONVENTIONAL AIRCRAFT
Sighting of Unidentifiable Aerial Objects at Klamath Falls, Oregon, by Mr. [redacted]
23 June 1949

CHARACTER
SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE (AFCSI 24-165)
Rpt of S/A RALPH R. HOUSER, dtd 25 Oct 49, file and subject as captioned

SYNOPSIS

Mr. [redacted] was interviewed at the Yakima Airport, Yakima, Wash., where he is presently employed as a CAA maintenance technician. Mr. [redacted] advised that at 1300 or 1400 hours, 23 June 1949, while employed at the Klamath Falls Airport, Klamath Falls, Ore., his attention was called to a number of unidentified objects that were visible in the sky. These objects did not appear to fly in any formation, changed direction rather rapidly, had no apparent sound or exhaust, were pin-point in size, of undeterminable shape, and their speed was not determined but seemed to vary. After having observed them for a few minutes, they appeared to fade from view and disappeared.

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R. D. MELCHER
Major, USAF
Acting *District Commander*

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AFHQ FORM 0-208 (5 JAN 49) Replaces AFCSI Form 4, 23 Jul 48, which may be used.

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[redacted]

File No. 24-28

DETAILS: UNCLASSIFIED

1. This portion of the investigation was conducted by Special Agent RAY K. SCHERER.

AT YAKIMA, WASHINGTON

2. On 10 November 1949, Mr. [redacted]S, 1411 Jerome Ave., Yakima, was interviewed at the Yakima Airport, where he is presently employed as a CAA maintenance technician. Mr. [redacted] advised that at 1300 or 1400 hours, 23 June 1949, while employed at the Klamath Falls Airport, Klamath Falls, Ore., he was notified by a Mr. [redacted] that a number of unidentified objects were visible in the sky. Mr. ADAMS then went up on the roof of the communications building and observed several tiny objects in the sky. These objects did not appear to fly in any formation, and changed direction rather rapidly. They were sighted approximately 70 degrees above the horizon at an extreme altitude. Their color was white and at times they appeared to be transparent. They were only pin-point in size and their shape was not determined They changed flight rather often and rapidly, and their flight appeared to be erratic. No exhaust or sound was apparent and they appeared to be flying under high clouds. Their means of support, lights, and method of propulsion were undetermined because of their altitude and size. Their speed was not determined but appeared to vary. They traveled with some velocity at times. After having observed them for a few minutes, they appeared to fade from view and disappeared. Mr. [redacted] appeared to be an intelligent person. He completed a course in aircraft identification in the Armed Forces during the war. Mr. [redacted] wears glasses with correction of -3 for the right eye and -3.5 for the left eye. His hobbies are amateur radios and photography.

[redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

5D-OSI/fmn

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

IN REPLY REFER TO: 5D 24-21

14 December 1949

SUBJECT: PROJECT GRUDGE - UNCONVENTIONAL AIRCRAFT Sighting at Klamath Falls, Oregon, 23 June 1949
SPECIAL INQUIRY

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAX-1

Inclosed for your information is report of investigation by Special Agent RALPH R. HOUSER, DO #20, McChord AFB, Washington, dated 23 November 1949. This investigation was not requested by nor through this office.

1 Incl
R/I dtd 23 Nov 49

James F. X. O'Connell

JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

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