


PROJECT 10073 RECORD C

410

ATIC NO. --- DATE OF INFO 24 July 1949
AF NO. --- LOCATION Mt Home, Idaho
REPORT NO. --- SOURCE Airport Manager
DATE OF REPORT --- DATE IN TO ATIC ---
TIME OF SIGHTING 120 MST COLOR Darker than Aluminum - Not Shiny
SHAPE Delta Wing SPEED 600 MPH
SIZE Larger than F-51 ALTITUDE 5500' - 10'000'
COURSE 300° then 120° LENGTH OF TIME OBSERVED ---
NO. IN GROUP 7 in "V" TYPE OF OBSERVATION Aerial
NOISE --- MANEUVERS Made 180° turn
PHOTOS --- SKETCHES ---
REMARKS: Observer sighted objects while
cruising at 19,000 ft and observed them
until they made 180° turn at which time
he made a 90° turn in an effort to
intercept objects. Unidentified

Temporary ATIC Form 329
(2 Jan 52)

UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. <div style="text-align: center; font-weight: bold;">24-19</div>	DATE <div style="text-align: center; font-weight: bold;">28 July 1949</div>
TITLE <div style="text-align: center; font-weight: bold;">SPECIAL INQUIRY (Unidentified Aerial Objects Sighted near Mt Home, Idaho)</div>		REPORT MADE BY hfb <div style="text-align: center; font-weight: bold;">S/A FREDERICK M. TAYLOR</div>	
		REPORT MADE AT <div style="text-align: center; font-weight: bold;">16 OSI Detachment, Mt Home AFB, Idaho</div>	
		PERIOD <div style="text-align: center; font-weight: bold;">25 July 1949</div>	
		OFFICE OF ORIGIN <div style="text-align: center; font-weight: bold;">DO #16, Hill AFB, Hill Field, Utah</div>	
		STATUS <div style="text-align: center; font-weight: bold;">PENDING</div>	
CHARACTER <div style="text-align: center; font-weight: bold;">SPECIAL INQUIRY</div>			
REFERENCE AMC teletype AG 3541 reference Case No. 5D24-21AA <div style="text-align: center; font-weight: bold;">Newspaper clipping, "Idaho Morning Statesman", Boise, Idaho dated 25 July 1949</div>			
SYNOPSIS <p>Investigation predicated upon article appearing on pages 1 and 2 of the "Idaho Morning Statesman" Boise, Idaho. Mr. [REDACTED], was contacted and his story of sighting seven (7) flying objects was obtained. Also, the spark plugs from [REDACTED] airplane obtained for forwarding for analysis. CLARK believed to be sincere and reliable. Sketches of objects obtained from CLARK.</p>			
DISTRIBUTION <div style="font-family: monospace;"> DO #5 (Action) 4 2 Incls DO #20 2 HQ, OSI 2 CG, OQAMA 1 CO, Mt Home AFB 2 DO #16 (file) 2 </div>		ACTION COPY FORWARDED TO <div style="font-family: monospace;"> CG, AMC Wright-Patterson AFB, Ohio ATTN: MCIAXO-3 THRU: DO #5 </div>	
		FILE STAMP	
		APPROVED <div style="text-align: center;">  LEO M. CHRISTIANSON Captain, USAF </div>	
		<div style="text-align: center;"> Acting District Commander. </div>	

[REDACTED]

16 OSI 24-19

SPECIAL INQUIRY (Unidentified Aerial Objects)

DETAILS:

1. Investigation initiated upon appearance of an article, by Mr. DAVE JOHNSON, Aviation Editor, "Idaho Morning Statesman" Boise, Idaho, in that same publication.

AT NAMPA, IDAHO

2. This investigation conducted by the writer.

3. At approximately 1600 hours, 25 July 1949, this agent arrived at the office of Mr. [REDACTED], Owner and Manager of [REDACTED] Flying Service, Nampa, Idaho, where [REDACTED] was contacted. [REDACTED] completed a form supplied by Headquarters, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, entitled "Essential Elements of Information (Re Sightings of Unidentified Aerial Objects) PROJECT SIGN". See Inclosure No. 2.

4. [REDACTED] verbal account of his sighting was as follows: On 24 July 1949, [REDACTED] was flying his Piper Clipper aircraft (N5622H), from Ogden, Utah en route to Nampa, Idaho. [REDACTED] at about 1203 hours (MST), was flying at 10,000 feet MSL altitude, with a heading of 270 degrees, ten (10) miles from Mt Home, Idaho, when he sighted seven (7) flying objects at about 7 o'clock, (nose of his plane used as 12 o'clock for this reference,) flying a parallel course, but about 500 feet lower. For an instant [REDACTED] said he believed the objects to be F-51's or A-26's. On second glance, [REDACTED] said he knew that they were nothing that he had ever seen before. The objects overtook his aircraft, passing on his left (south side) at about 1500 feet distance, at approximately 500 feet lower, or 9500 feet MSL altitude. The objects were flying perfect formation, two rows of three (line abreast) and the seventh slightly to the rear and maybe slightly above the rest. [REDACTED] stated that the formation was very tight, being about one-third of the object's span distance from tip of one object to tip of the other (approximately 15 feet). The same distance was maintained from trailing edge of lead objects to nose of objects in second line. When the objects had passed [REDACTED] aircraft, they made a turn to the right, passing about 1500 feet in front of, and 500 feet below [REDACTED]. The objects again turned to the right, and passed on the right (north) side of [REDACTED]. [REDACTED] said that the objects made perfect formation turns, and in so doing they neither banked or skidded. [REDACTED] stated that when the objects first turned, he thought they meant to ram him. As soon as the objects passed to his right, [REDACTED] turned his aircraft so that he might keep the objects in view. He stated that the objects remained in view for approximately 1 or 2 minutes in all, and that their speed was estimated between 450 and 550 miles an hour. [REDACTED] said that he watched the objects suddenly disappear at approximately ten (10) miles distance from him.

5. In describing the objects, [REDACTED] said they were delta shaped flying wings. He estimated their span as being between that of an F-51 and an A-26 aircraft (35 to 55 feet), their length (nose to trailing edge) at about 20 to 30 feet, and their thickness at from 2 to 5 feet. [REDACTED] said that the objects

[REDACTED]

DETAILS (Cont'd)

410
were a light color except for a circle of dark color of approximately 12 feet in diameter which was placed midway between the tips of the object, and which extended to the trailing edge of the object (see sketch). [redacted] said that he could not describe the colors--they were white and black, except that they were shades of white and black that he had never seen before. [redacted] said that the top of the object was perfectly flat, and that the bottom of the object was flat except for a shallow dome-like protrusion of approximately 10-12 feet in diameter, with a depth of approximately 2-5 feet. [redacted] stated that he saw no propeller arcs and saw no jet exhaust fumes or smoke. So far as he could tell there were no air intakes or jet or rocket openings. [redacted] stated that the objects flew with unusual stability and appeared to be under absolute control at all times. [redacted] went on to say that the nose of the objects came to a needle point, but that the trailing edges were square, as though sawed off, leaving a flat surface, the thickness of the object, as a trailing edge. [redacted] stated that when first sighted by him, he noticed an oscillation of part of the outer panels of the object. [redacted] said this oscillation decreased as the objects approached. [redacted] stated that it was a smooth oscillation, not a flutter. [redacted] re-emphasized the fact that when the objects turned they did so without a bank or a skid. He also said that it appeared that the objects had used his aircraft as a turning point, maintaining a standard turn about his aircraft at approximately 1/4 mile distance. [redacted] stated that when the objects disappeared from sight, they disappeared all of a sudden. There was no gradual fading from view, [redacted] stated. [redacted] first estimated the speed of the objects as somewhere between 550 and 650 miles per hour; then stated that maybe they were traveling not quite that fast. Also [redacted] stated that the circle in the center of the object changed color slightly from time to time, and that the oscillation or movement of the outer panels was down to about 30 degrees, then to a flush position. [redacted] stated that he had a good view from all angles except below and to the left.

6. [redacted] stated that as he passed the flight path of the objects he expected a great amount of turbulence, and that he was surprised when he felt nothing. As soon as he had passed the objects' flight path, however, he noticed that his engine began running rough. ([redacted] aircraft and engine are brand new. His engine is a Lycoming, 4 cylinder opposed, 115 horsepower.) Soon after [redacted] landed, he had one of his mechanics inspect the engine, and it was found that all of his spark plugs had been shorted and burned out.

a. These plugs, except for one that could not be located were forwarded directly from Mt Home AFB to Wright-Patterson Air Force Base, Dayton, Ohio, on 28 July 1949, for analysis, in accordance with their instructions. Only seven of the original eight plugs were forwarded because Mr. [redacted] had discarded all eight prior to the arrival of the writer and the subsequent search for them revealed only seven.

7. Soon after [redacted] had lost sight of the objects, at approximately 1212 hours, MST, he called Boise Radio, Gowen Field, Boise, Idaho, and told them that it was an emergency transmission and then asked them to check for any aircraft in his vicinity. He was later notified by Boise Radio that McChond Field, Washington, Hill [redacted], Utah, and intermediate points

DETAILS (Cont'd)

had been checked, and that no aircraft had been near his aircraft at the time of his sighting. [REDACTED] further stated that the sky was less than 1/10 covered, and that there was no mist or haze; the only clouds being tufts at approximately 12,000 to 14,000 feet MSL.

8. [REDACTED] stated that he has been flying for twenty-one (21) years, and produced a log book that indicated that [REDACTED] had 13,933:25 hours air time (all civilian time.) [REDACTED] holds Commercial License #12931, Flight Instructor and Flight Examiner License #72, and Airplane and Engine license #12289. It is concluded from this that [REDACTED] vision and judgment are excellent.

PENDING

INCLOSURES

FOR DO #5, WRIGHT-PATTERSON AFB

1. Three (3) sketches prepared by Mr. [REDACTED], to amplify his descriptions of the sighted objects.
2. One each copy of Form "Essential Elements of Information" signed by Mr. [REDACTED]

UNDEVELOPED LEADS

DO #5, WRIGHT-PATTERSON AFB

AT AIR MATERIEL COMMAND, WRIGHT-PATTERSON AFB

1. Will have spark plugs analyzed to determine if any radio-activity available.

DO #20, MC CHORD AFB

AT MC CHORD AFB

1. Will verify call from Boise Radio, Boise, Idaho to McChord AFB, Washington, reference aircraft flight plans in vicinity of Mt Home, Idaho

NOTE: All calls from Boise Radio made about 1200-1300 hours MST 24 July 1949.

DO #16, HILL AFB

AT HILL AFB

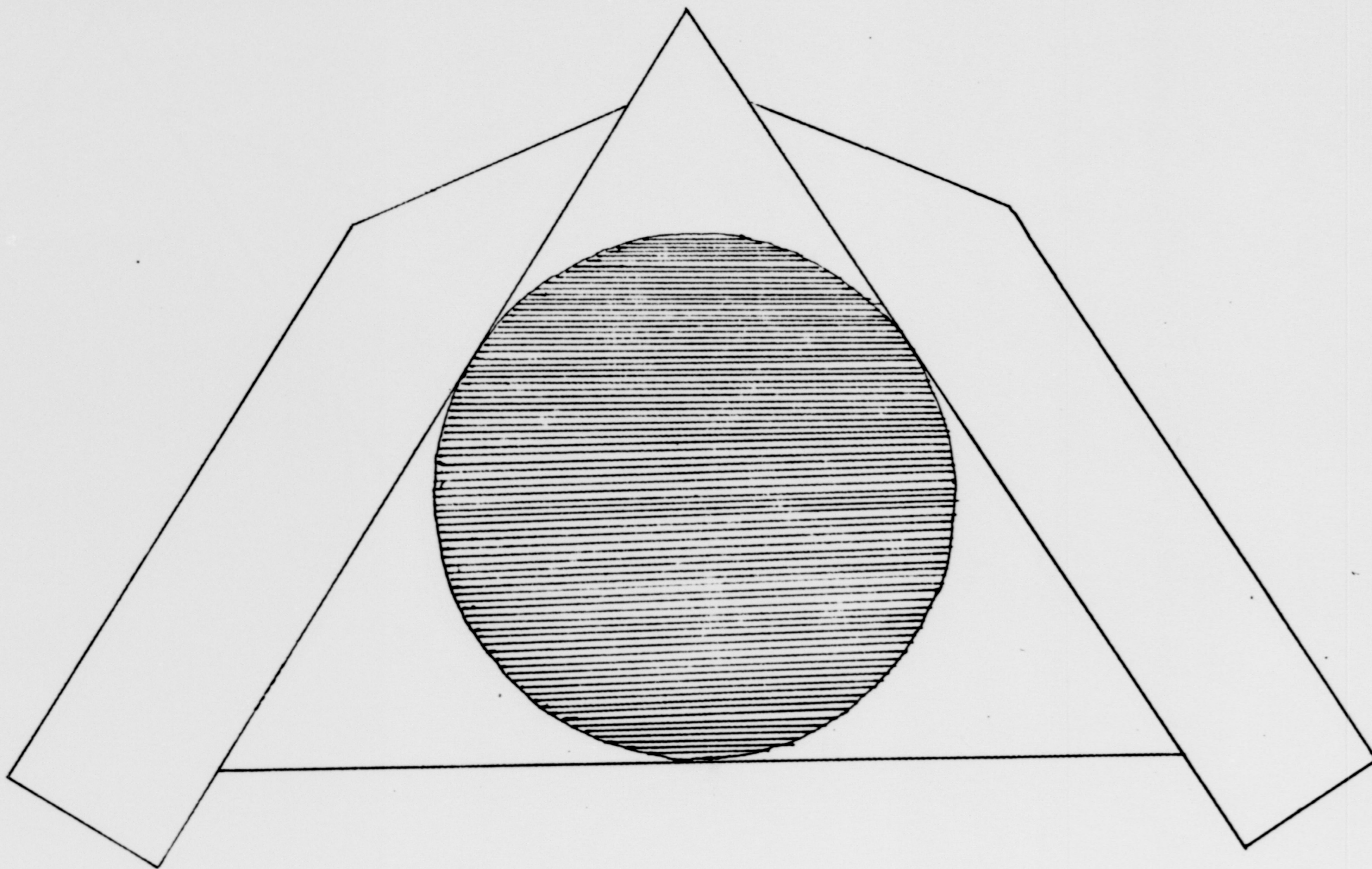
1. Will verify call from Boise Radio, Boise, Idaho, to Hill AFB, Utah reference aircraft flight plans in vicinity of Mt Home, Idaho.

NOTE: All calls from Boise Radio made about 1200-1300 hours MST 24 July 1949.

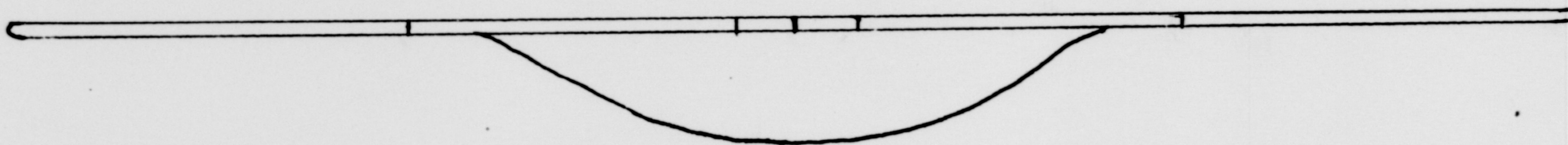
AT MT HOME AFB

1. Will attempt to establish [REDACTED] character and reliability.
2. Will obtain TT weather sequence from Mt Home AFB, covering period of sighting.

TOP VIEW

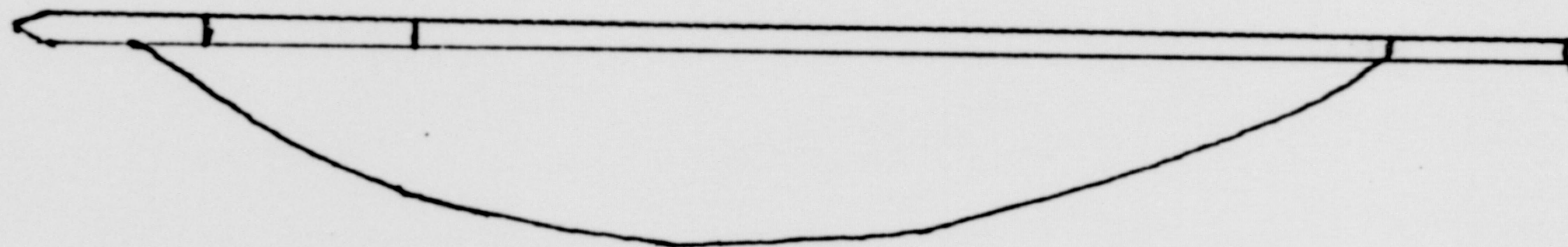


FRONT VIEW



Sketch prepared by

SIDE VIEW



done

11

1

[REDACTED]
MCCHORD FLIGHT SERVICE CENTER
McChord Air Force Base
Washington

TCM 452

25 July 1949

SUBJECT: Unidentified Flying Objects

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base, Ohio
ATTENTION: MCIAXO-3

1. In accordance with FS Regulation 200-4, subject: Unidentified Flying Objects, dated 2 November 1948, the following report of information received concerning the sighting of unidentified flying objects is submitted:

a. Location and time of sighting: Ten (10) miles northwest of Mountain Home, Idaho, at 1205 MST, 24 July 1949.

b. Weather at the time: As reported by Mountain Home Air Force Base for 1130 PST was scattered clouds at five (5) thousand feet, visibility thirty (30) miles.

c. Names, occupations, and addresses of witnesses: The only individual who reported this sighting was [REDACTED], occupation [REDACTED] of Ritchie Field, Nampa, Idaho, address Nampa, Idaho.

d. Photographs of objects if available: Photographs of objects were not available.

e. Sketches of object's configuration: The objects were delta wings with no protrusions. The angle of the apex as reported by [REDACTED] was between thirty (30) and forty-five (45) degrees with the base of the triangle being a slightly curved convex.

f. Objects sighted:

(1) Number: Seven (7) objects were sighted flying in a V formation.

(2) Shape: In addition to the description in paragraph 1e [REDACTED] noted a dark circular structure where the pilot normally sits. The leading edge of this dark circular structure was approximately one-fourth (1/4) the distance from the apex of the delta wing to the rear. This dark circular structure was noted at the time [REDACTED] was below the objects.

(3) Size: Larger than an F-51.

(4) Color: Darker than normal aluminum skin and not shiny. Mr. [REDACTED] reported the surface seemed to be between a light gray and a dirty white with no markings or diffusion of color.

[REDACTED]

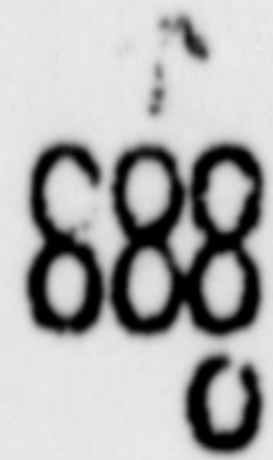
Incident
410

- [REDACTED]
- (5) Speed: Faster than an F-51 and estimated by Mr. [REDACTED] to be at least six (6) hundred miles per hour.
 - (6) Heading: Mr. [REDACTED] reported that when first sighted the formation was heading approximately three (3) hundred degrees. The formation passed by him and then made a one hundred and eighty (180) degree turn to approximately one hundred and twenty (120) degrees.
 - (7) Maneuverability: Mr. [REDACTED] reported that no maneuvers were noted other than the one hundred and eighty (180) degree turn. The objects did not appear to bank during the turn. When the objects were first sighted and before the one hundred and eighty (180) degree turn was made, the outer wing surfaces appeared to move slightly.
 - (8) Altitude: Mr. [REDACTED] reported the formation between eight (8) thousand five (5) hundred and ten (10) thousand feet. When the formation was first sighted Mr. [REDACTED] was cruising at ten (10) thousand feet and the objects were slightly below and one-fourth (1/4) of a mile to the left of his position. When the formation made the one hundred and eighty (180) degree turn Mr. [REDACTED] descended to eight (8) thousand five (5) hundred feet and was below the formation when they came back.
 - (9) Sound: No sound was noted from the formation.
 - (10) Exhaust trail or not: No exhaust trail was visible.

g. General remarks: Mr. [REDACTED] was enroute from Burley, Idaho, to Nampa, Idaho, in a Cub Cruiser when the objects were sighted. When the formation was first sighted they were going in approximately the same direction as Mr. [REDACTED] and were approximately one-fourth (1/4) of a mile to his left and below. Mr. [REDACTED] was cruising at ten (10) thousand feet at this time. He observed the formation until it made the one hundred and eighty (180) degree turn at which time Mr. [REDACTED] descended in his aircraft and made a ninety (90) degree turn to the left in an effort to intercept the formation. He was able to get below the level of the formation at eight (8) thousand five (5) hundred feet at which time he noticed the dark circular bulge on the bottom side of the objects. Because of their speed the flying objects soon became lost from the sight of Mr. [REDACTED] who proceeded on to his destination. Mr. [REDACTED] is known personally by Captain [REDACTED] of this organization who states that in his opinion Mr. [REDACTED] is a reliable witness.

EARL J. LIVERSAY
Lt. Col., USAF
Commanding

[REDACTED]

1. Date of Observation 24 July 1949 Date of Interview _____
2. Exact Time (local) 1203-1205 MST
3. Place of Observation (10 miles NW) Mt. Home, Idaho
4. Position of observer Air in sub cruiser at 9500' on 270°
5. What attracted attention to object
6. Number of objects 7 in formation 
7. Apparent size Larger than F-51
8. Color of object Darker than normal aluminum skin, between dark gray and dirty white.
9. Shape Delta wing, circular in rear (see sketch in file)
10. Altitude 8500-10,000'
11. Direction from observer S
12. Distance from observer 1/4 mile laterally 500' vertical
13. Direction of flight of object(s) First 270° then 110°
14. Time in sight 1 Minute
15. Speed Faster than F-51 estimated 450-500 MPH
16. Sound and odor None
17. Trail None
18. Luminosity
19. Projections
20. Maneuvers 180° turn stable flight
21. Manner of disappearance Faded suddenly at 5-10 miles
22. Effect on Clouds
23. Additional information concerning object Made turn without banking
24. Weather Conditions Scattered clouds at 5000' visibility 30 Miles

(over)

Name and address of observer: [REDACTED], Nampa, Idaho

Occupation and hobbies:

[REDACTED] Nampa, Idaho
Pilot with 13,000 hours

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

Considered reliable.

Note: A test of the spark plugs from [REDACTED] plane failed to show any evidence of having broken down and were found to be entirely serviceable.

NARRATIVE SUMMARY:

[REDACTED]'s verbal account of his sighting was as follows: On 24 July 1949, [REDACTED] was flying his Piper Clipper aircraft (N5622H), from Ogden, Utah en route to Nampa, Idaho. [REDACTED] at about 1203 hours (MST), was flying at 10,000 feet MSL altitude, with a heading of 270 degrees, ten (10) miles from Mt Hore, Idaho, when he sighted seven (7) flying objects at about 7 o'clock, (nose of his plane used as 12 o'clock for this reference) flying a parallel course, but about 500 feet lower. For an instant [REDACTED] said he believed the objects to be F-51's or A-26's. On second glance, [REDACTED] said he knew that they were nothing that he had ever seen before. The objects overtook his aircraft, passing on his left (south side) at about 1500 feet distance, at approximately 500 feet lower, or 9500 feet MSL altitude. The objects were flying perfect formation, two rows of three (line abreast) and the seventh slightly to the rear and maybe slightly above the rest. [REDACTED] stated that the formation was very tight, being about one-third of the object's span distance from tip of one object to tip of the other (approximately 15 feet). The same distance was maintained from trailing edge of lead objects to nose of objects in second line. When the objects had passed [REDACTED] aircraft, they made a turn to the right, passing about 1500 feet in front of, and 500 feet below [REDACTED]. The objects again turned to the right, and passed on the right (north) side of [REDACTED]. [REDACTED] said that the objects made perfect formation turns, and in so doing they neither banked or skidded. [REDACTED] stated that when the objects first turned, he thought they meant to ram him. As soon as the objects passed to his right, [REDACTED] turned his aircraft so that he might keep the objects in view. He stated that the objects remained in view for approximately 1 or 2 minutes in all, and that their speed was estimated between 450 and 550 miles an hour. [REDACTED] said that he watched the objects suddenly disappear at approximately ten (10) miles distance from him.

In describing the objects, [REDACTED] said they were delta shaped flying wings. He estimated their span as being between that of an F-51 and an A-26 aircraft (35 to 55 feet), x their length (nose to trailing edge) at about 2x 20 to 30 feet, and their thickness at from 2 to 5 feet. [REDACTED] said that the objects were a light color except for a circle of dark color of approximately 12 feet in diameter which was placed midway between the tips of the object, and which extended to the trailing edge of the object (see sketch). [REDACTED] said that he could not describe the colors--they were

Name and address of observer:

Occupation and hobbies:

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

NARRATIVE SUMMARY:

white and black, except that they were shades of white and black that he had never seen before. [redacted] said that the top of the object was perfectly flat, and that the bottom of the object was flat except for a shallow dome-like protrusion of approximately 10-12 feet in diameter, with a depth of approximately 2-5 feet. [redacted] stated that he saw no propeller arcs and saw no jet exhaust fumes or smoke. So far as he could tell there were no air intakes or jet or rocket openings. [redacted] stated that the objects flew with unusual stability and appeared to be under absolute control at all times. [redacted] went on to say that the nose of the objects came to a needle point, but that the trailing edges were square, as though sawed off, leaving a flat surface, the thickness of the object, as a trailing edge. [redacted] stated that when first sighted by him, he noticed an oscillation of part of the outer panels of the object. [redacted] said this oscillation decreased as the objects approached. [redacted] stated that it was a smooth oscillation, not a flutter. [redacted] re-emphasized the fact that when the objects turned they did so without a bank or a skid. He also said that it appeared that the objects had used his aircraft as a turning point, maintaining a standard turn about his aircraft at approximately 1/4 mile distance. [redacted] stated that when the objects disappeared from sight, they disappeared all of a sudden. There was no gradual fading from view, [redacted] stated. [redacted] first estimated the speed of the objects as somewhere between 550 and 650 miles per hour; then stated that maybe they were traveling not quite that fast. Also [redacted] stated that the circle in the center of the object changed color slightly from time to time, and that the oscillation or movement of the outer panels was down to about 30 degrees, then to a flush position. [redacted] stated that he had a good view from all angles except below and to the left.

[redacted] stated that as he passed the flight path of the objects he expected a great amount of turbulence, and that he was surprised when he felt nothing. As soon as he had passed the objects' flight path, however, he noticed that his engine began running rough. ([redacted] aircraft and engine are brand new. His engine is a Lycoming, 4 cylinder opposed, 115 horsepower.) Soon after [redacted] landed, he had one of his mechanics inspect the engine, and it was found that all of his spark plugs had been shorted and burned out.

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Name and address of observer:

Occupation and hobbies:

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

NARRATIVE SUMMARY:

from Mt Home AFB to Wright-Patterson Air Force Base, Dayton, Ohio, on 28 July 1949, for analysis, in accordance with their instructions. Only seven of the original eight plugs were forwarded because Mr. [REDACTED] had discarded all eight prior to the arrival of the writer and the subsequent search for them revealed only seven.

Soon after [REDACTED] had lost sight of the objects, at approximately 1212 hours, MST, he called Boise Radio, Gowen Field, Boise, Idaho, and told them that it was an emergency transmission and then asked them to check for any aircraft in his vicinity. He was later notified by Boise Radio that McChord Field, Washington, Hill AFB, Utah, Ogden, Utah, and intermediate points had been checked, and that no aircraft had been near his aircraft at the time of his sighting. [REDACTED] further stated that the sky was less than 1/10 covered, and that there was no mist or haze; the only clouds being tufts at approximately 12,000 to 14,000 feet MSL.

[REDACTED] stated that he has been flying for twenty-one (21) years, and produced a log book that indicated that CLARK had 13,933.25 hours air time (all civilian time.) [REDACTED] holds Commercial License #12981, Flight Instructor and Flight Examiner License #72, and Airplane and Engine license #12289. It is concluded from this that x [REDACTED] vision and judgment are excellent.

PENDING

CLASSIFIED MESSAGE

INCOMING MESSAGE

CLASSIFIED MESSAGE

CLASSIFIED MESSAGE

MSG 3 26 JULY 49

FROM WASHINGTON AT WASH DC 1 10 10Z
TO USAF AT WASH DC 3
INFO CO HQ FLY SVC WASH DC

SUPPLEMENTAL REPORT OF WASHINGTON 100000Z JULY 49
1. F. (107) (2) DURING THE COURSE OF THE (3) (4) (5)
(6) SLIGHTLY DARKER THAN (7) (8) (9) (10)
AT 6000 FT OR MORE (11) APPROX 10000 FT (12) (13)
THEY MADE A 180 DEGREE TURN TO APPROX 120 DEGREE (14)
NO MANEUVERS WERE NOTED OTHER THAN 180 DEGREE TURN. OBJECTS
MADE NO SOUND DURING TURN (15) REPORTING PILOT WAS 10000 FT
AT 10000 FT AND OBJECTS WERE SLIGHTLY 10000 FT
ONE FOURTH MILE TO THE LEFT (16) NONE HEARD (17) (18)
E. LANDING EDGE OF DARK CIRCLE WAS APPROX 10000 FT
DISTANCE REMAINED TO THE APEX OF THE DELTA (19) THE REPORTING
PILOT MADE A 180 DEGREE TURN AND STOPPED (20) THE OBJECTS
AT WHICH TIME HE NOTED A BULGE ON OPPOSITE SIDE OF CONTACT
WITH A CURVATURE OF APPROX 15 DEGREES, WHEN OBJECTS WERE FIRST
SIGHTED BEFORE THE TURN WAS MADE THE OUTER VERTICES
APPEARED TO MOVE

CLASSIFIED MESSAGE

INCOMING MESSAGE

27 11 49

11 3541

1-MC LOSI - action
2-MC A8V1121 - INFO
3-MC LOSI - INFO

4-MC TA

S- 65548-4

INFORMATION COPY

Kief?

[REDACTED]
Lewiston, Idaho
July 25, 1949

Base Intelligence Officer
Spokane Air Force Base
Spokane, Washington

Dear Sir:

This letter is to inform you of possible aircraft over Lewiston last night. It is probably useless information but after reading the Associated Press report of a Boise pilot seeing "flying objects" over southern Idaho yesterday, I decided to send you this report anyway.

I am a weather observer at the Weather Bureau Office at the Lewiston Municipal Airport. Was on duty yesterday from 1600P to 2400P. About 2310P I went outside to see if there were any clouds in the sky. The sky was clear. As I was about to go back inside I heard a faint noise. It sounded like a formation of several aircraft at high altitude west of the airport. The noise increased and decreased in volume intermittently, as if they were circling. After about five minutes of this the noise faded gradually and I returned to the office. While listening I was also looking for aircraft lights but saw none. If there were any it probably would have been easy to miss them against the background of bright stars, and as I said before, the noises seemed to come from a high altitude.

I have told nobody, except in this letter, about what I heard and do not intend to tell anybody. Also I will not tell anybody about this letter.

In case you are interested, here is my military experience: Served with the AAF from Feb. 12, 1942 to March 1, 1946. Was a Weather Forecaster, M.O.S. 787, T/Sgt., A.S.N. [REDACTED]

If you have any questions about this, I will be glad to cooperate with you in any way possible.

Yours very truly,
[REDACTED]
[REDACTED]
[REDACTED]

HEADQUARTERS 92D BOMBARDMENT WING (M)
SPOKANE AIR FORCE BASE
BONG, WASHINGTON

A2 350.09

29 JUL 49

PLEASE ADDRESS REPLY TO:
COMMANDING OFFICER
92D BOMB WING (M)

SUBJECT: Information on "Flying Objects"

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Wright Field, Ohio
Attention: MCIAXO

1. Attached letter of report is forwarded in accordance with SAC Regulation 200-5, 13 December 1948.
2. No investigation has been conducted by this headquarters.


FOR THE COMMANDING OFFICER:

1 Incl
Ltr dtd 25 July 1949
/s/ [REDACTED]
fr [REDACTED]

for *David N. Harmon*
DAVID N. HARMON
Major, USAF
Adjutant

cc
SAC (dup)
15 AF

AUG 2


5D 24-21AA
(28 Jul 49)

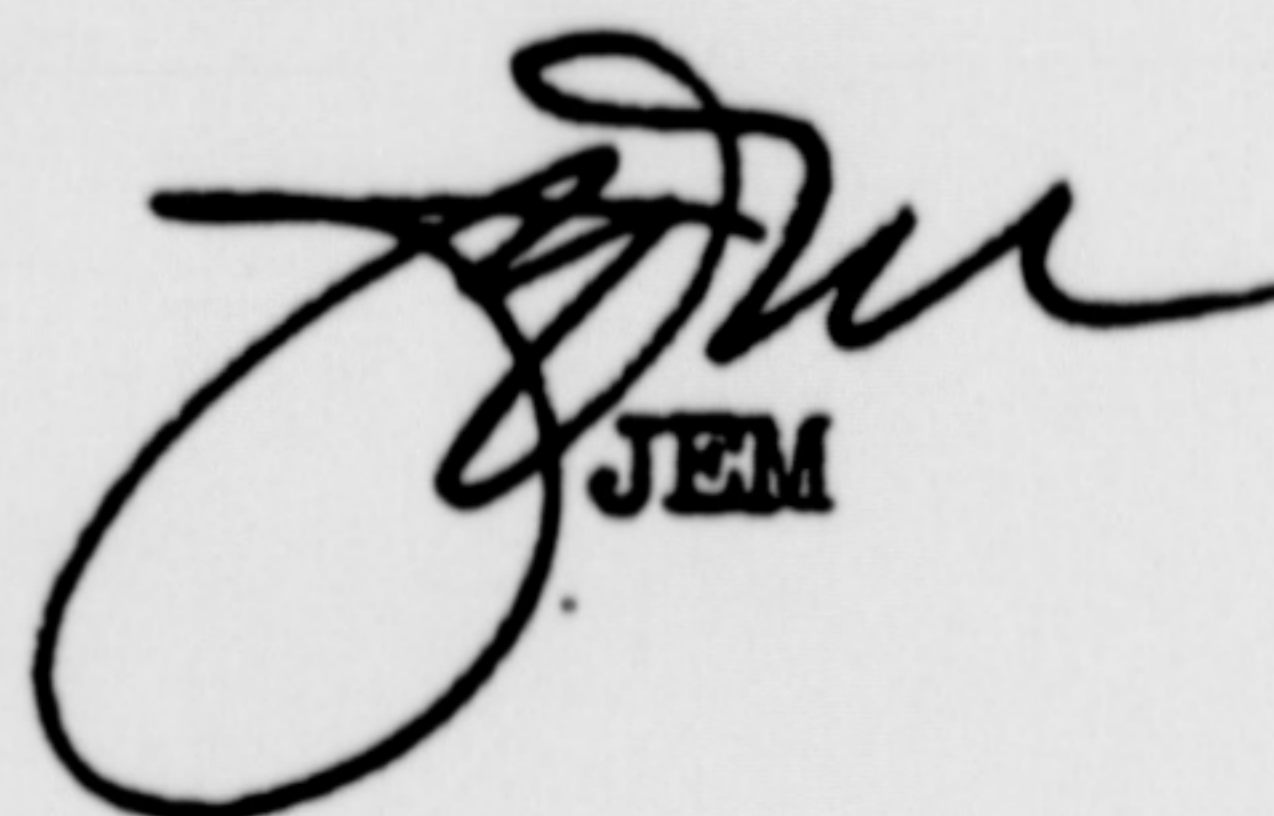
1st Ind

5D-OSI/JEM/fmn

Subj: PROJECT SIGN, PROJECT GRUDGE, SPECIAL INQUIRY

5th OSI District (IG), Wright-Patterson AFB, Dayton, Ohio, 2 August 1949

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


JEM

[REDACTED]

HEADQUARTERS
5TH STRATEGIC RECONNAISSANCE WING
311th Air Division
Mountain Home Air Force Base
Mountain Home, Idaho

FMT/an

28 July 1949

SUBJECT: 5D24-21AA
Project Sign

SEARCH	_____
INDEX	_____
SERIAL	_____
CLSFY	_____
FILE	_____

THRU: District Commander
5th District Office of Special Investigation
Wright-Patterson Air Force Base
Dayton, Ohio

TO: Director of Intelligence
Headquarters, Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

24	
UNITED STATES AIR FORCE THE INSPECTOR GENERAL	
1 AUG 1949	
OFFICE OF SPECIAL INVESTIGATIONS 5TH DISTRICT	
ROUTE TO	FILE

1. Forwarded herewith, in compliance with your request of 27 July 1949, are seven (7) spark plugs which were taken from Aircraft Number N5622H, a Piper "Clipper" on 25 July 1949. The eighth spark plug from this aircraft had been thrown away and could not be located.

2. Subject aircraft had on 24 July at 1203 hours (MST) been approached within 1500 feet by seven (7) unidentified aerial objects, according to Mr. [REDACTED] Idaho, who was flying subject aircraft at time of incident. As soon as Mr. [REDACTED] flew his aircraft through the flight path of the objects, he states that his engine began running rough. Upon landing, Mr. [REDACTED] had his plane inspected and found that all the spark plugs from the Lycoming engine which powers his plane, had been shorted, and that the insulation of the plugs had been broken down. Mr. [REDACTED] states that his plane and engine are new, and have less than 20 hours time.

3. A complete report of [REDACTED] account of the incident is presently enroute to your office through District Headquarters, 16th District.

4. The plugs which are forwarded herewith, were removed from [REDACTED] aircraft about 1600 hours (MST) 24 July 1949, and were thrown into a trash can where they remained until 1630 hours (MST) 25 July 1949. From 1630 hours, 25 July 1949, subject plugs were kept in the container in which they are herewith forwarded.

[REDACTED]

Frederick M. Taylor
FREDERICK M. TAYLOR
DET COMDR, BOX 198
Mt Home Det, 16th OSI (IG)
Mt Home AF Base, Mt Home, Idaho

PRIORITY

27 July 1949

"A"

Detachment Commander

OSI Detachment (IG)

Mountain Home Air Force Base

Mountain Home, Idaho

(ACTION)

JOHN E. MORRILL, WOJG, USAF

Actg. Ch., Sec. Inv. Division

5th OSI District (IG)

JEROME M. BRAUN

Acting District Commander

5th OSI District (IG)

District Commander

16th OSI District (IG)

Hill Air Force Base

Ogden, Utah (INFORMATION)

Headquarters, USAF

The Inspector General, USAF

ATTN: Director of Special Investigations

Washington 25, D. C. (INFORMATION)

CITE AG 3541. Director of Intelligence, Hq AMC, requests Spark Plugs and Lead Wires with broken insulation be forwarded this office immediately. Request complete detailed report of incident involving [REDACTED] Attempt to locate additional personnel sighting seven unidentified aerial objects. Request statement from [REDACTED] Case No. 5D 24-21AA.

Info copy to [REDACTED] MCIAVS

S-65598-A

*P. phrase not required. Handle as
[REDACTED] nondependence
per para 1 of 51, and 60a 54

Case file #24-37
DO #20

DETAILS:

AT McCHORD AFB, WASHINGTON:

1. Flight Service Center, McChord AFB, Washington, verified the fact that they had received a call on 24 July 49 from Flight Service, Boise, Idaho, regarding aircraft in the vicinity of Mt. Home, Idaho. At that time their records were checked and revealed that no military aircraft was in the vicinity of Mt. Home on 24 July 49.

- REFERRED UPON COMPLETION TO OFFICE OF ORIGIN -

[REDACTED]

100 [REDACTED] [REDACTED]
McChord Air Force Base
Washington

FORM 450

25 July 1949

SUBJECT: Unidentified Flying Objects

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Base, Ohio
ATTENTION: 101110-3

1. In accordance with AF Regulation 200-4, subject: Unidentified Flying Objects, dated 2 November 1948, the following report of information received concerning the sighting of unidentified flying objects is submitted:

a. Location and time of sighting: Ten (10) miles northwest of Mountain Home, Idaho, at 1205 PST, 24 July 1949.

b. Weather at the time: As reported by Mountain Home Air Force Base for 1130 PST was scattered clouds at five (5) thousand feet, visibility thirty (30) miles.

c. Names, occupations, and addresses of witnesses: The only individual who reported this sighting was [REDACTED] occupation [REDACTED] [REDACTED] Field, Hampa, Idaho, address Hampa, Idaho.

d. Photographs of objects if available: Photographs of objects were not available.

e. Sketches of object's configuration: The objects were delta wings with no protrusions. The angle of the apex as reported by Mr. [REDACTED] was between thirty (30) and forty-five (45) degrees with the base of the triangle being a slightly curved convex.

f. Objects sighted:

(1) Number: Seven (7) objects were sighted flying in a V formation.

[REDACTED]

5-0-0-1-9-8

25 July 1969

CG 452: Unidentified Flying Objects

- (2) Shape: In addition to the delta wing in para 1, Mr. [redacted] noted a dark circular structure above the pilot normally sits. The leading edge of this dark circular structure was approximately one-fourth (1/4) the distance from the apex of the delta wing to the rear. This dark circular structure was noted at the time [redacted] was below the objects.
- (3) Size: Larger than an F-51.
- (4) Color: Darker than normal aluminum skin and not shiny. Mr. [redacted] reported the surface seemed to be between a light gray and a dirty white with no markings or diffusion of color.
- (5) Speed: Faster than an F-51 and estimated by Mr. [redacted] to be at least six (6) hundred miles per hour.
- (6) Heading: Mr. [redacted] reported that when first sighted the formation was heading approximately three (3) hundred degrees. The formation passed by him and then made a one hundred and eighty (180) degree turn to approximately one hundred and twenty (120) degrees.
- (7) Maneuverability: Mr. [redacted] reported that no maneuvers were noted other than the one hundred and eighty (180) degree turn. The objects did not appear to bank during the turn. When the objects were first sighted and before the one hundred and eighty (180) degree turn was made, the outer wing surfaces appeared to move slightly.
- (8) Altitude: Mr. [redacted] reported the formation between eight (8) thousand five (5) hundred and ten (10) thousand feet. When the formation was first sighted Mr. [redacted] was cruising at ten (10) thousand feet and

WCM 452

25 July 1949

SUBJECT: Unidentified Flying Objects

objects were slightly below and one-fourth (1/4) of a mile to the left of his position. When the formation made the one hundred and eighty (180) degree turn Mr. [REDACTED] descended to eight (8) thousand five (5) hundred feet and was below the formation when they came back.

(9) Sound: No sound was noted from the formation.

(10) Exhaust trail or not: No exhaust trail was visible.

g. General remarks: Mr. [REDACTED] was enroute from Burley, Idaho, toampa, Idaho, in a Cub Cruiser when the objects were sighted. When the formation was first sighted they were going in approximately the same direction as Mr. [REDACTED] and were approximately one-fourth (1/4) of a mile to his left and below. Mr. [REDACTED] was cruising at ten (10) thousand feet at this time. He observed the formation until it made the one hundred and eighty (180) degree turn at which time Mr. [REDACTED] descended in his aircraft and made a ninety (90) degree turn to the left in an effort to intercept the formation. He was able to get below the level of the formation at eight (8) thousand five (5) hundred feet at which time he noticed the dark circular bulge on the bottom side of the objects. Because of their speed the flying objects soon became lost from the sight of Mr. [REDACTED] who proceeded on to his destination. Mr. [REDACTED] is known personally by Captain [REDACTED] of this organization who states that in his opinion Mr. [REDACTED] is a reliable witness.

Earl J. Levesay
Lt. Col., USAF
Commanding

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

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

IN REPLY REFER TO: 5D 24-2144

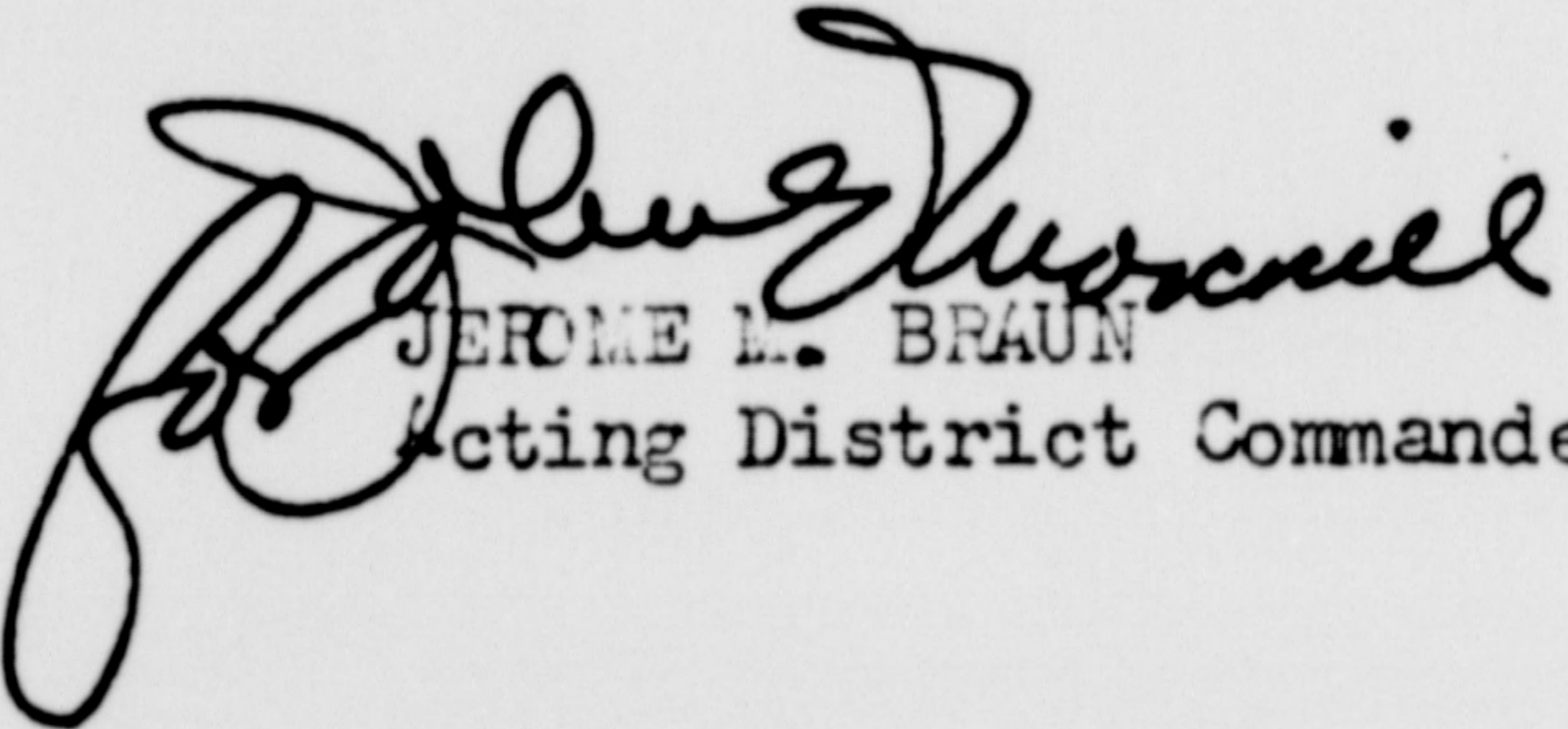
6 September 1949

SUBJECT: PROJECT GRUDGE
SPECIAL INQUIRY

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

1. Reference first indorsement, this office, subject and file as above, dated 2 August 1949.
2. Inclosed for your information is Report of Investigation made by Special Agent EDWARD L. FORREST, DO #20, McChord Air Force Base, dated 19 August 1949.
3. This is a pending report and investigation is continuing in other OSI Districts. Subsequent reports will be forwarded for your information upon receipt by this office.

1 Incl
R/I dtd 19 Aug 49 (trip)


JEROME L. BRAUN
Acting District Commander

257^{ma}

5D 24-21AA
(28 Jul 49)

1st Ind

5D-OSI/JEM/fmn

Subj: PROJECT GRUDGE, SPECIAL INQUIRY

5th OSI District (IG), Wright-Patterson AFB, Dayton, Ohio, 2 August 1949

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

Incl
n/C (2 cys w/d)



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

16 OSI/hfb

THE INSPECTOR GENERAL USAF
16th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
HILL AIR FORCE BASE, HILL FIELD, UTAH

24-19

28 July 1949

SUBJECT: SPECIAL INQUIRY
Unidentified Aerial Objects Sighted near Mt Home, Idaho

THRU: District Commander
5th OSI District (IG)
Wright-Patterson Air Force Base
Dayton, Ohio

SRCH	_____
INDEX	_____
SERIAL	_____
CLSFY	_____
FILE	_____

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

1. The attached reports of S/A FREDERICK M. TAYLOR, stationed at Mountain Home Air Force Base, 16th OSI District Detachment, are forwarded for your information and such action as is deemed necessary.

2. Particular attention is invited to paragraph 6a of subject report, regarding the forwarding of seven (7) of the eight spark plugs from Mr. [REDACTED] airplane to Headquarters, Air Materiel Command.

3. This is an initial report and no present action is recommended. The investigation is continuing in this and other OSI District Offices. Subsequent reports will be forwarded for your review and for such action as you deem appropriate when the investigation is completed.

1 Incl -
Rpt of S/A F. M. TAYLOR
dtd 28 July 49 (in quad)

21		21/11	
UNITED STATES AIR FORCE			
THE INSPECTOR GENERAL			
1 AUG 1949			
OFFICE OF SPECIAL INVESTIGATIONS			
5TH DISTRICT			
ROUTE TO		FILE	

Leo M. Christianson
LEO M. CHRISTIANSON
Captain, USAF
Acting District Commander