CLASSIFIED
PROPERTY OF U.S. GOVERNMENT

ATIC NO. ---

AF NO. ---

REPORT NO. ---

DATE OF REPORT ---

TIME OF OBSERVATION: Between 2300-2330 EST

SHAPE ---

SIZE ---

COURSE ---

NO. IN GROUP 1

SOUND ---

PHOTOS --- SKETCHES ---

DATE OF INFO 6 April 1949

LOCATION Cleveland, Ohio

SOURCE AF Release

DATE IN TO ATIC ---

COLOR Red Light

SPEED Great

ALTITUDE ---

LENGTH OF TIME OBSERVED ---

TYPE OF OBSERVATION Ground

MANEUVERS Hover then move with great speed

Temporary ATIC Form 329
(2 Jan 52)

CLASSIFIED

1. Insufficient Data
2. Astro (Star/Planet)
Probably Venus

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 5D 24-21B

DATE 11 May 1949

REPORT MADE BY JOHN E. MORRILL fmn

REPORT MADE AT DO #5, W-P AFB, Dayton, Ohio

PERIOD 22,23,28 Apr 49, and 6 May 49

OFFICE OF ORIGIN DO #5, W-P AFB, Dayton, Ohio

STATUS CLOSED

TITLE

UNCLASSIFIED

PROJECT GRUDGE
Incident, Cleveland, Ohio
6 April 1949

CHARACTER

SPECIAL INQUIRY

REFERENCE

Pending Report of Investigation of S/A JOHN E. MORRILL, File 24-21B dtd 15 Apr 49.

SYNOPSIS

Investigation revealed witnesses to airborne moving objects and airborne stationary objects in vicinity of Cleveland, Ohio, on 6 April 1949. Objects reported as light reddish in color with no trail, odor, or sound. Radio contact attempt with objects was negative. No aircraft reported in vicinity at time of sightings.

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

DISTRIBUTION

CG, AMC (MCIAXO-3) 2
(Action)(Incl)
Hq OSI 2

File 2

ACTION COPY FORWARDED TO

CG, AMC (MCIAXO-3)

APPROVED

for THOMAS F. DOYLE, JR.
Captain, USAF
Acting District Commander

FILE STAMP

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jun 48, which may be used.

16-57714-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

5D 24-21D
PROJECT GRUDGE

11 May 49

DETAILS:

1. This phase of the investigation was conducted by Special Agents GEORGE E. SWINFORD and ROBERT F. DENISTON.

AT CLEVELAND, OHIO

2. On 22 April 1949 and 6 May 1949, Mr. [redacted]S, Chief, [redacted] Administration Building, Cleveland Municipal Airport, Cleveland, Ohio, stated in substance that at about 2300 hours on 6 April 1949, he was driving from Gladys Avenue, Cleveland, Ohio, to his home at [redacted], Cleveland, Ohio, when he noticed a red object about three to five miles high to the south by southwest. It was about 45 degrees, had a swaying motion, and a variation in brilliancy. From [redacted] home, the object appeared to be approximately 3 1/2 miles east and equivalent to the 100 watt light in the WLAL Tower. The object had no flame, trail, or odor and made no noise. The object traveled eastward, moving very slowly, and was visible about 15 to 20 minutes. The object appeared to be about 6-7000 feet high. There were no clouds and there had been clear visibility from 2200 hours. The night before there was some meteor and the night after this incident, the Northern Lights. [redacted]S stated that at first he thought it might have been a lantern on a balloon as a candle would burn perfectly in free air since a balloon would be moving with the wind. However, it got slowly dimmer and then faded out completely. There is a projection or ceiling light at the north by northeast edge of the airport which confuses some people. This light is exactly 1176 feet from the Control Tower at the Airport and projects a light straight up and shines into the clouds. Some observers think the beam of light is moving when the clouds pass through the beam and get the mistaken idea that this is a "flying saucer." Mr. [redacted] marked the route that was taken from Gladys Avenue to Truax Avenue, Cleveland, and the approximate location of the object. (See Inclosure 1, Local Aeronautical Chart). Mr. [redacted] also furnished copies of the official weather report for 5, 6, and 7 April 1949 (See Inclosure 2).

3. On 22 April 1949, Mr. [redacted]S, Senior Controller, Air Traffic Control, Cleveland Municipal Airport, Cleveland, Ohio, stated in an interview that on the night of 5 April 1949, Mr. [redacted], CAA, had come up in the control tower for a visit. Looking to the north, they noticed a light that looked like a passing or navigation light of a P-11, far enough and high enough that the two lights would blend together. It appeared to be a passing light because when they are not directly in front of you, they change intensity from bright red to dull red. After watching it for awhile, [redacted] stated that the light didn't move. This led [redacted] and [redacted] to believe that it might be a reflection so they opened the window and it still didn't move. They then observed the light through binoculars with a 7x50 lens. It looked like a little round ball, rather flickery. It was visible from about 2255 to 2303 when it dimmed out just like turning a kerosene light out. [redacted]S contacted

[redacted]

DETAILS:

UNCLASSIFIED

AT CLEVELAND, OHIO

1. Mr. [redacted], Aviation Safety Agent, Department of Commerce, Civil Aeronautics Administration, Office of Aviation Safety, Municipal Airport, Cleveland, Ohio, stated as follows:

"On March 7, 1949 at approximately 14:45 while enroute from Toledo, Ohio to Cleveland, Ohio, via aircraft, I had an unusual incident occur.

When approximately four miles west of Vermilion, Ohio over the lakeshore at 2500 feet MSL altitude, an object was suddenly observed approaching head-on at the same altitude. I immediately pulled up into a steep right turn to avoid a collision and completed a turn to the right to observe the object with which I had nearly collided but very much to my amazement, I was unable to locate anything within seeing distance after spending several minutes searching the area. There was an overcast approximately 500 feet above my altitude so I finally decided the object may have climbed into the clouds.

My first impression was that I had nearly collided with a powered model airplane but after giving it more thought, I realized this was impossible as the head-on view of the fuselage was too large to be that of a model as the front view of the fuselage appeared to have an oval shape the same as an F80 and appeared to measure 18 to 20 inches from top to bottom and 12 to 14 inches in width and painted red. Wings were mounted in the center of the fuselage or as a mid-wing and each appeared to be about three feet long or a total span of six to eight feet and were painted light gray.

After landing at Cleveland, Ohio, I discussed the incident with a few close friends and let the matter drop as it was so fantastic, but after careful consideration, I now think this information should be on record.

As a matter of information, I have been flying for twenty years with approximately 6500 hours and hold an Airline Transport Pilot Rating Certificate with all ratings. The foregoing is not the result of a vivid imagination but an explanation of the facts to the best of my knowledge."

CLOSED

UNCLASSIFIED

[redacted]

UNCLASSIFIED

11 May 49

Inclosure:

FOR COMMANDING GENERAL, AIR MATERIEL COMMAND

1. Map
2. Weather Observations for April 5, 6, 7 April 49

CLOSED

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CONFIDENTIAL

tried to establish radio contact and also green light contact with negative results. Thinking perhaps it could be a reflection, [redacted] opened the window and from the tower, the object appeared to be approximately one foot in diameter and not moving either laterally or horizontally. Finally, at 2303 hours, it just disappeared very gradually, like turning over a page. It appeared to be from 10 to 15,000 feet high, with no sound or trail, no effects on the clouds, and resembled a bright red light as on an aircraft, however, there was no movement to the light. [redacted] stated that he later checked Flight Service, Selfridge Field, Michigan, and inquired about this phenomena but they told him that he would have to go through proper channels. [redacted] didn't believe it could have been a helicopter or balloon because the light stayed at the same level all the time that it was visible. It seemed more like the nose lights of a Constellation Aircraft, however, a light of this type would have to be coming straight toward a person to have the appearance of not moving and in 4 or 5 minutes it would have passed out of sight completely. [redacted] does not wear glasses.

6. On 28 April 1949, Mr. [redacted], CAA, Cleveland Municipal Airport, Cleveland, Ohio, stated in substance that on the night of 5 April 1949, he was visiting Mr. [redacted] at the Control Tower, Cleveland Municipal Airport and that at about 2258 he noticed a red object in the air. After calling [redacted] and a Mr. [redacted]'s attention to the light and watching it for a couple of minutes, they noticed that the light hadn't moved. [redacted] also viewed the light through an imperfection glass. After watching the light through the window, [redacted] went outside and it still had the same brightness to the naked eye. It appeared to be a large red object about 2 to 3 feet in diameter. It was a bright clear night and there was nothing to actually compare it with. It appeared to be about 15,000 feet high, 30-40 degrees from the ground and approximately north by northwest of the Control Tower. The light looked perfectly round and had off-shoots like a person would notice in an eclipse of the moon. The light was steady, did not appear to move and faded out suddenly at about 2303 hours. A light similar to this was seen the following night by the control tower operators. The control tower could not make contact with the object. The object had no sound or odor. [redacted] stated that he thought it could have been a meteor, balloon, jet exhaust, autogyro, or dirigible, but any of these would have moved in the total time visible. [redacted] does not wear glasses.

7. A check of the local investigative agencies in the Cleveland Area failed to produce any information regarding the Aerial Phenomena.

8. It was learned during the course of this investigation that the closest radar station is at Columbus, Ohio.

United Airlines Radio and asked them to change their No. 625 flight over to his frequency. [redacted] contacted the plane but by this time, the plane was over Elyria, Ohio, and the pilot stated that he could not and had not seen anything unusual. [redacted] stated that the light appeared to be 8 to 10 miles away, 12,000 feet above sea level, and due north of the tower at about 30 degrees from the ground. An attempt was made to contact the object with negative results. At first, it was believed to be a helicopter but a helicopter couldn't maintain such a steady position. [redacted] stated that he had had previous experience in helping track down ballons but has never seen a balloon that steady and besides, a balloon light is usually orange white. This, however, was a deep red light as an aircraft light. There was no evidence of a trail, odor, or sound from the object. There was practically unrestricted visibility with no cloud illumination. [redacted] stated that he also considered the possibility of the light being a star but dispensed with the idea because stars are orange in color. Also, he stated that a plane could not maintain steady position like this object and the fading away would be much more gradual. The wind was steady at about 10 to 15 miles from the southwest. [redacted] does not wear glasses.

4. On 22 April 1949, Mr. O[redacted]K, Control Tower Operator, Cleveland Municipal Airport, Cleveland, Ohio, stated in an interview that he had observed the Aerial Phenomena from the Control Tower at the airport on 6 April 1949 between 2245 and 2305 hours. It appeared to be northeast from the airport parallel with the hanger line, at about 45 degrees from the ground, approximately 10 to 15 miles away, and appeared to be red in color. [redacted] stated that he would not venture to state its size but it was not as big as the moon. [redacted] tried to establish radio contact with the object but failed to receive any reply. It was an absolutely clear night with no clouds. [redacted] thought it might have been a jet plane but it had no trail. [redacted] observed the light through field glasses with 7x50 lens and no flares or trail appeared through this medium. It seemed to circle and then hover in one spot. It didn't climb like an ordinary aircraft; seemed to be going up a ski slide backward; took less than a minute to move from sight; had no sound or odor; and a brilliant reddish color. [redacted] contacted both Akron and Selfridge Field to see if they had any jet planes in the Cleveland vicinity, with negative results. It might have been a balloon but that was practically impossible as there was no wind and when the winds were checked it was found that they were moving in a normal circle at about 10 to 14 miles per hour. The nearest radar station is at Columbus, Ohio. [redacted] made the observation from the ramp around the Control Tower. [redacted] does not wear glasses.

5. On 23 April 1949, Mr. D[redacted], Control Tower Operator, Cleveland, Municipal Airport, Cleveland, Ohio, stated in substance that at about 2255 hours on 5 April 1949, he saw a red light which seemed like a red ball about due north of the control tower, roughly about 10 to 15 miles away at about 25 to 30 degrees from the ground. Occasionally, light aircraft comes over the field without radios and he thought that it might be one of these. [redacted]

INCIDENT NO. 349

1. Date of Observation 5 Apr 1949 Date of Interview 22 Apr 1949

2. Exact Time (local) 2255-2303

3. Place of Observation Cleveland, Ohio

4. Position of observer A/C Control tower through 7X Binoculars

5. What attracted attention to object. Mr. [redacted]

6. Number of objects 1

7. Apparent size of A/C Navigation light

8. Color of object Deep red

9. Shape Ball

10. Altitude 12,000 high, 30° elevation

11. Direction from observer North

12. Distance from observer 8-10 miles

13. Direction of flight of object(s)

14. Time in sight 8 minutes

15. Speed Stationary

16. Sound and oder None

17. Trail None

18. Luminosity

19. Projections

20. Maneuvers Appeared stationary

21. Manner of disappearance Dimmed and went out

22. Effect on Clouds

23. Additional Information Concerning Object-

24. Weather Conditions. Unrestricted visibility, no cloud illumination wind 10-15 MPH from SWest

(over)

Incident 349

Name and address of observer:

Mr. [redacted] -- Cleveland Municipal Airport, Cleveland, Ohio

Occupation and hobbies:

Sr. Controller of Air Traffic

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

NARRATIVE SUMMARY:

On 22 April 1949, Mr. [redacted], Senior Controller, Air Traffic Control, Cleveland Municipal Airport, Cleveland, Ohio, stated in an interview that on the night of 5 April 1949, Mr. [redacted], CAA, had come up in the control tower for a visit. Looking to the north, they noticed a light that looked like a passing or navigation light of a P-11, far enough and high enough that the two lights would blend together. It appeared to be a passing light because when they are not directly in front of you, they change intensity from bright red to dull red. After watching it for awhile, [redacted] stated that the light didn't move. This led [redacted] and [redacted] to believe that it might be a reflection so they opened the window and it still didn't move. They then observed the light through binoculars with a 7x50 lens. It looked like a little round ball, rather flickery. It was visible from about 2255 to 2303 when it dimmed out just like turning a kerosene light out. [redacted] contacted United Airlines Radio and asked them to change their No. 625 flight over to his frequency. [redacted] contacted the plane but by this time, the plane was over Elyria, Ohio, and the pilot stated that he could not and had not seen anything unusual. [redacted] stated that the light appeared to be 8 to 10 miles away, 12,000 feet above sea level, and due north of the tower at about 30 degrees from the ground. An attempt was made to contact the object with negative results. At first, it was believed to be a helicopter but a helicopter couldn't maintain such a steady position. [redacted] stated that he had had previous experience in helping track down balloons but has never seen a balloon that steady and besides, a balloon light is usually orange white. This, however, was a deep red light as an aircraft light. There was no evidence of a trail, odor, or sound from the object. There was practically unrestricted visibility with no cloud illumination. [redacted] stated that he also considered the possibility of the light being a star but dispensed with the idea because stars are orange in color. Also, he stated that a plane could not maintain steady position like this object and the fading away would be much more gradual. The wind was steady at about 10 to 15 miles from the southwest. [redacted] does not wear glasses.

See original report in File 280 for map and complete weather data.

Incident: 280

Name and address of observer: Mr. [redacted], Weather Bureau

Occupation and hobbies: [redacted], Cleveland, Ohio

Chief Weather Bureau, Cleveland Municipal Airport

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

NARRATIVE SUMMARY:

AT CLEVELAND, OHIO

On 22 April 1949 and 6 May 1949, Mr. [redacted], Chief, Weather Bureau, Administration Building, Cleveland Municipal Airport, Cleveland, Ohio, stated in substance that at about 2300 hours on 6 April 1949, he was driving from Gladys Avenue, Cleveland, Ohio, to his home at 16900 Truax Avenue, Cleveland, Ohio, when he noticed a red object about three to five miles high to the south by southwest. It was about 45 degrees, had a swaying motion, and a variation in brilliancy. From [redacted] home, the object appeared to be approximately 3 1/2 miles east and equivalent to the 100 watt light in the WLAL Tower. The object had no flame, trail, or odor and made no noise. The object traveled eastward, moving very slowly, and was visible about 15 to 20 minutes. The object appeared to be about 6-7000 feet high. There were no clouds and there had been clear visibility from 2200 hours. The night before there was some meteor and the night after this incident, the Northern Lights. [redacted] stated that at first he thought it might have been a lantern on a balloon as a candle would burn perfectly in free air since a balloon would be moving with the wind. However, it got slowly dimmer and then faded out completely. There is a projection or ceiling light at the north by northeast edge of the airport which confuses some people. This light is exactly 1176 feet from the Control Tower at the Airport and projects a light straight up and shines into the clouds. Some observers think the beam of light is moving when the clouds pass through the beam and get the mistaken idea that this is a "flying saucer". Mr. [redacted] marked the route that was taken from Gladys Avenue to Truax Avenue, Cleveland, and the approximate location of the object. (See Inclosure 1, Local Aeronautical Chart) Mr. [redacted] also furnished copies of the official weather report for 5, 6, and 7 April 1949 (See Inclosure 2).

INCIDENT NO. 230

1. Date of Observation 6 April 49 Date of Interview 22 April 6 May 49
2. Exact Time (local) 2300
3. Place of Observation Cleveland, Ohio
4. Position of observer Ground in auto while driving across Cleveland, Ohio
5. What attracted attention to object.
6. Number of objects 1
7. Apparent size
8. Color of object Red
9. Shape
10. Altitude First noticed 3-5 miles 45° elevation then 6700' from his home
11. Direction from observer First noticed SSW then from his home appeared East
12. Distance from observer 3 1/2 Miles
13. Direction of flight of object(s) Eastward
14. Time in sight 15-20 Minutes
15. Speed Slowly
16. Sound and oder None noticed
17. Trail None noticed
18. Luminosity Equivalent to 100 Watt light bulb.
19. Projections
20. Maneuvers None
21. Manner of disappearance Grew dim and faded completely
22. Effect on Clouds
23. Additional Information Concerning Object- Had swaying motion and variation in brilliance.
24. Weather Conditions. No clouds, clear visibility

(over)

UNCLASSIFIED

COPY 1 P

(SUPERMAN MAYBE?)

HERE'S A SAMPLE OF A CONVERSATION ON ANY STREET CORNER IN CLEVELAND TODAY:

WHAT WAS THAT IN THE SKY LAST NIGHT--A BIRD, A PLANE---SUPERMAN?

AND THE ANSWER, LIKE AS NOT IS---"IT LOOKED LIKE A STRANGE, GLOWING RED LIGHT TO ME."

AND THERE YOU HAVE THE BIG QUESTION IN CLEVELAND TODAY. JUST WHAT WAS IT MANY CLEVELANDERS SAW IN THE SKY LAST NIGHT. AN AIRPORT OFFICIAL SAYS IT WAS THE WIERDEST THING HE'S EVER SEEN. THERE WERE NO JET PLANES IN THE AREA LAST NIGHT. YET THERE WAS THIS RED LIGHT---SOMETIMES WHIPPING AT HIGH SPEED... SOMETIMES HOVERING IN ONE SPOT.

ONE THING CERTAIN---IT WASN'T A FLYING SAUCER. THEY WERE SEEN ONLY IN THE DAYTIME LAST YEAR. AND SPEAKING OF THEM.... THE AIR FORCE SAID TODAY IT STILL CAN'T EXPLAIN THE SAUCERS. THE AIR FORCE SAYS THERE'S NO REASON TO THINK SOME FOREIGN COUNTRY WAS PRACTICING WITH ROCKETS OVER AMERICAN TERRITORY. YET ON THE OTHER HAND, THE AIR FORCE SAYS CAUTIOUSLY THAT IT CAN'T RULE OUT THAT POSSIBILITY. JUST WHAT WERE THEY? LIKE CLEVELANDERS TODAY, THE AIR FORCE JUST SHRUGS ITS COLLECTIVE SHOULDER AND SAYS "YOU TELL ME."

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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COPY

UP

UNCLASSIFIED 7 Apr '47

(FLYING SAUCER)

THE LATEST THING IN FLYING SAUCERS HAS BEEN REPORTED IN CLEVELAND.

THIS TIME IT'S DESCRIBED AS A "STRANGE", GLOWING RED LIGHT" IN THE SKY THAT MOVES WITH GREAT SPEED, THEN SEEMS TO HOVER IN ONE SPOT. SEVERAL WEST-SIDE CLEVELANDERS SAID THEY SAW IT BETWEEN 11 AND 11:30 LAST NIGHT IN THE EASTERN SKY.

TWO MEN AT THE AIRPORT CONTROL TOWER ALSO SAW IT...WATCHED IT THROUGH BINOCULARS...BUT COULDN'T MAKE OUT WHAT IT WAS. ONE OF THE TWO, [redacted] (CORRECT), CALLED IT THE WEIRDEST PHENOMENON HE'S EVER SEEN.

A FLURRY OF TELEPHONE CALLS CAME IN TO THE OBSERVATORY AT CASE INSTITUTE BETWEEN 11 O'CLOCK AND 11:20, ALL OF THEM FROM WEST SIDERS. LOOKED....DIDN'T SEE ANYTHING UNUSUAL.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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RESTRICTED

Lt Smiths guy.

Request for Investigation - 280

5D OSI MCIAXS 12 April 49 1.
ATTN: Mr. [redacted]

1. It is requested that your office initiate an investigation of the sighting of an unidentified aerial phenomena as reported by inclosed news clipping.

2. As an aid to the investigating officer in recording the desired data, three (3) copies of our Guide to Investigation are also forwarded.

2 Incls
1. Guide to Investigation (in trip)
2. News clippings (2pages)

A. J. HEMSTREET
Lt Colonel, USAF
Actg Chief, Tech Intell Division
Intelligence Department

GWT/dt
66398
B 288
P 2133

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[redacted]

UNCLASSIFIED

5D 24-21D
PROJECT GRUDGE

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 5 (DETACHMENT)

AT CLEVELAND, OHIO

At Cleveland, Ohio, will interview all witnesses to the unidentified aerial phenomena using the inclosed guide for reference.

UNCLASSIFIED

[redacted]

5D 24-21D
PROJECT GRUDGE

UNCLASSIFIED

DETAILS:

1. Investigation is predicated on receipt of a Routing and Record Sheet dated 12 April 1949 from Technical Intelligence Division (MCIAXS), Hq Air Materiel Command, to investigate the sighting of unidentified aerial phenomena at Cleveland, Ohio, on 6 April 1949.

AT WRIGHT-PATTERSON AIR FORCE BASE

2. The files of this office reveal the following United Press release datelined Cleveland, Ohio, 7 April 1949:

"The latest thing in flying saucers has been reported in Cleveland. This time it's described as a 'strange, glowing red light' in the sky that moves with great speed, then seems to hover in one spot. Several west-side Clevelanders said they saw it between 11 and 11:30 last night in the eastern sky.

"Two men at the Airport control tower also saw it ... watched it through binoculars ... but couldn't make out what it was. One of the two, CHESTER SOBCZYK (correct) called it the weirdest phenomenon he's ever seen.

"A flurry of telephone calls came in to the observatory at Case Institute between 11 o'clock and 11:20, all of them from west siders. Looked... didn't see anything unusual.

"(Superman maybe?) Here's a sample of a conversation on any street corner in Cleveland today: 'What was that in the sky last night...a bird, a plane...superman?' and the answer, like as not is...'It looked like a strange, glowing red light to me.'

"And there you have the big question in Cleveland today. Just what was it many Clevelanders saw in the sky last night. An Airport official says it was the weirdest thing he's ever seen. There were no jet planes in the area last night. Yet there was this red light...sometimes whipping at high speed... sometimes hovering in one spot.

"One thing certain...It wasn't a flying saucer. They were seen only in the daytime last year. And speaking of them...the Air Force said today it still can't explain the saucers. The Air Force says there's no reason to think some foreign country was practicing with rockets over American territory. Yet on the other hand, the Air Force says cautiously that it can't rule out that possibility. Just what were they? Like Clevelanders today, the Air Force just shrugs its collective shoulders and says, 'You tell me.'"

Inclosure:

FOR DISTRICT OFFICE NO. 5, DETACHMENT AT CLEVELAND, OHIO

Guide to Investigation of Aerial Phenomena (in trip)

UNCLASSIFIED

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

REPORT OF INVESTIGATION

FILE NO. 5D 24-21D	DATE 15 April 1949
REPORT MADE BY JOHN E. MORRILL fmn	
REPORT MADE AT DO #5, W-P AFB, Dayton, Ohio	
PERIOD 12, 14 April 1949	
OFFICE OF ORIGIN DO #5, W-P AFB, Dayton, Ohio	
STATUS PENDING	

TITLE

PROJECT GRUDGE
Incident, Clevelamd, Ohio
6 April 1949

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report

SYNOPSIS

Investigation predicated upon receipt of R&R from MCIAXS, Hq AMC, to investigate the sighting of an unidentified aerial phenomena as reported in a United Press release of 7 April 1949.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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DO #5 Detachment(Lead) 2		
File 2		

APPROVED

JEROME M. BRAUN
Acting DISTRICT COMMANDER

AFOSI FORM 4
23 JULY 48

UNCLASSIFIED

W B FORM 1130 A Revised 7-1-48

U. S. DEPART
- SURF

STATION WBAS, CLEV

TYPE 1	TIME (LST) 2	CEILING (Hundreds of Feet) 3	SKY 4	VISIBILITY (Miles) 5	WEATHER and OBSTRUCTIONS TO VISION 6	SEA LEVEL PRESS. (mbs.) 7	TEMP (°F) 8		

COMMERCE, WEATHER BUREAU

WBAN 10 A

ATHER OBSERVATIONS

ND., OHIO DATE APRIL 5, 1949

WIND			ALTIMETER SET. (ins.) 13	REMARKS AND SUPPLEMENTAL CODED DATA 14	14A	14B	OBSERVERS INITIALS 15
SECTION 10	SPEED (m.p.h.) 11	CHARACTER AND SHIFTS 12					
↑R	5	·	969				Folk

ENT OF COMMERCE, WEATHER BUREAU

E WEATHER OBSERVATIONS

E.S.T.

WBAN 10 A

CWD., Ohio DATE APRIL 6, 1949

E W T (F) 9	WIND			ALTIM-ETER SET. (ins.) 13	REMARKS AND SUPPLEMENTAL CODED DATA			OBSER-VERS INITIALS 15
	DIREC-TION 10	SPEED (m.p.h.) 11	CHARAC-TER AND SHIFTS 12		14	14A	14B	

W B FORM 1130 A Revised 7-1-48

U. S. DEPAR
SURF

STATION BAS, CLE

TYPE 1	TIME (LST) 2	CEILING (Hundreds of Feet) 3	SKY 4	VISIB-ILITY (Miles) 5	WEATHER and OBSTRUCTIONS TO VISION 6	SEA LEVEL PRESS. (mbs.) 7	TE (* 8

CHS 47057-1

MMERCE, WEATHER BUREAU — E.S.T. — WBAN 10 A

ER OBSERVATIONS

...OLNEY... DATE April 7, 1949

WIND		ALTIMETER SET. (ins.) 13	REMARKS AND SUPPLEMENTAL CODED DATA 14	14A	14B	OBSERVERS INITIALS 15
SPEED (m.p.h.) 11	CHARACTER AND SHIFTS 12					

W B FORM 1130 A Revised 7-1-48

U. S. DEPARTM

SURFAC

STATION GEMS - CLEVE

TYPE 1	TIME (LST) 2	CEILING (Hundreds of Feet) 3	SKY 4	VISIBILITY (Miles) 5	WEATHER and OBSTRUCTIONS TO VISION 6	SEA LEVEL PRESS. (mbs.) 7	TEMP (°F) 8	DEW PT (°F) 9

Incident_____

349A

Name and address of observer:

[redacted], Cleveland Municipal Airport
Cleveland, Ohio

Occupation and hobbies:

Control tower operator

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

NARRATIVE SUMMARY:

On 23 April 1949, Mr. [redacted], Control Tower Operator, Cleveland Municipal Airport, Cleveland, Ohio, stated in substance that at about 2255 hours on 5 April 1949, he saw a red light which seemed like a red ball about due north of the control tower, roughly about 10 to 15 miles away at about 25 to 30 degrees from the ground. Occasionally, light aircraft comes over the field without radios and he thought that it might be one of these. [redacted] tried to establish radio contact and also green light contact with negative results. Thinking perhaps it could be a reflection, [redacted] opened the window and from the tower, the object appeared to be approximately one foot in diameter and not moving either laterally or horizontally. Finally, at 2303 hours, it just disappeared very gradually, like turning over a page. It appeared to be from 10 to 15,000 feet high, with no sound or trail, no effects on the clouds, and resembled a bright red light as on an aircraft, however, there was no movement to the light. [redacted] stated that he later checked Flight Service, Selfridge Field, Michigan, and inquired about this phenomena but they told him that he would have to go through proper channels. [redacted] didn't believe it could have been a helicopter or balloon because the light stayed at the same level all the time that it was visible. It seemed more like the nose lights of a Constellation Aircraft, however, a light of this type would have to be coming straight toward a person to have the appearance of not moving and in 4 or 5 minutes it would have passed out of sight completely. [redacted] does not wear glasses.

For original and complete weather report see Incident 280.

INCIDENT NO. 349A

1. Date of Observation 5 April 1949 Date of Interview 23 April 1949
2. Exact Time (local) 2255-2303
3. Place of Observation Cleveland, Ohio
4. Position of observer Control tower
5. What attracted attention to object. [redacted]
6. Number of objects 1
7. Apparent size 1 ft. diameter
8. Color of object Red
9. Shape Ball
10. Altitude 25-30° Elevation 10,000-15,000
11. Direction from observer North
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight 8 minutes
15. Speed Stationary
16. Sound and odor None
17. Trail None
18. Luminosity
19. Projections
20. Maneuvers No movement remained at same level.
21. Manner of disappearance Disappeared gradually at 2303.
22. Effect on Clouds None
23. Additional Information Concerning Object-
24. Weather Conditions. Clear bright night.

(over)

Name and address of observer:

Mr. [redacted]
Cleveland Municipal Airport, Cleveland, Ohio

Occupation and hobbies:

CAA Employee

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

NARRATIVE SUMMARY:

On 28 April 1949, Mr. [redacted], CAA, Cleveland Municipal Airport, Cleveland, Ohio, stated in substance that on the night of 5 April 1949, he was visiting Mr. [redacted] at the Control Tower, Cleveland Municipal Airport and that at about 2258 he noticed a red object in the air. After calling [redacted] and a Mr. [redacted]'s attention to the light and watching it for a couple of minutes, they noticed that the light hadn't moved. [redacted] also viewed the light through an imperfection glass. After watching the light through the window, [redacted] went outside and it still had the same brightness to the naked eye. It appeared to be a large red object about 2 to 3 feet in diameter. It was a bright clear night and there was nothing to actually compare it with. It appeared to be about 15,000 feet high, 30-40 degrees from the ground and approximately north by northwest of the Control Tower. The light looked perfectly round and had off-shoots like a person would notice in an eclipse of the moon. The light was steady, did not appear to move and faded out suddenly at about 2303 hours. A light similar to this was seen the following night by the control tower operators. The control tower could not make contact with the object. The object had no sound or odor. [redacted] stated that he thought it could have been a meteor, balloon, jet exhaust, autogyro, or dirigible, but any of these would have moved in the total time visible. [redacted] does not wear glasses.

See original and complete report in File 250.

INCIDENT NO. 3493

1. Date of Observation 5 April 1949 Date of Interview 28 April 1949
2. Exact Time (local) 2258
3. Place of Observation Cleveland, Ohio
4. Position of observer A/C Control tower
5. What attracted attention to object.
6. Number of objects 1
7. Apparent size 2-3 ft. diameter
8. Color of object Red
9. Shape Round with off-shoots
10. Altitude 15,000 ft. 30-40° elevation
11. Direction from observer North by Northwest
12. Distance from observer
13. Direction of flight of object(s) Stationary
14. Time in sight 5 minutes
15. Speed Stationary
16. Sound and odor None
17. Trail None
18. Luminosity Steady
19. Projections
20. Maneuvers
21. Manner of disappearance Faded out suddenly
22. Effect on Clouds
23. Additional Information Concerning Object-
24. Weather Conditions. Clear bright night

(over)