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F-4 aircraft were scrambled, however, the attempted intercepts were unsuccessful. At one time the tower observed the object and scrambled two F-4's. The F-4's were visible in the air at same time as the object but the F-4's could not make an aerial contact.

Since it was impossible to get airline reservations out of the Tacoma area except on the evening of 27 June, it was impossible to contact all the witnesses, however, the sources were readily available were contacted. The two principal sources were a lady who worked in the FI and an AF 2nd Lt. Both gave descriptions fit the object as given above. An attempt was made to identify the size of this object by asking the persons if it were an automobile approaching them on a highway, and they were about to pass the automobile ahead of them, assuming it was an automobile headlight be too close to pass the car ahead of them, ~~that the size of the object be too close to pass the car ahead of them~~. All agreed that it would be very doubtful as to whether or not they would attempt to pass the car. This seems to establish the size of the light as that of a headlight of an automobile approximately a half mile down the road. It is plain to see that if this were an aircraft light, it would have to be some type of experimental light as no normal navigation light would appear to be this size.

The 25th Air Division, who has control of all radar in the area, was checked, however, they do not keep a permanent plot of air traffic and consequently could not tell us whether there were any aircraft in the area on that night, however it was determined that they picked up nothing unusual. About the time the fighters were scrambled on two occasions they were picking up nothing that would correspond to the object on their radar scope. Previous arrival of Capt Russell Capt Ramsey had checked the Navy and Coast Guard for possible activity that night account for sighting, however, results were negative. Flying aircraft was

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