cc: JEMcD

JULY 29

MICH.

1952

DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330

OFFICE OF THE SECRETARY

OCT 9 1953

Dear Mr. Dudek:

This replies to your recent letter in which you requested information on specific sightings of unidentified flying objects (UFO's). The radar solutions for these cases are as follows:

DATE	LOCATION	REMARKS
July 29, 1952	Port Huron, Michigan	Aircraft
Aug. 1, 1952	Bellefontaine, Ohio	Visual (Balloon) Radar (Aircraft)
Aug. 5, 1952	Haneda AB, Japan	Unidentified
Nov. 30, 1952	Washington, D. C.	Unidentified
* Jan. 26, 1953	Continental Divide, N. Mex.	Visual (Astro: Venus) Radar (Weather)
* Feb. 17, 1953	Port Austin, Michigan	Visual (Astro: Venus) Radar (Unidentified)
Aug. 5, 1953	Rapid City, South Dakota	Visual (Astro: Capella) Radar (Unidentified)

There have been no radar sightings submitted to the Air Force in the last five years now categorized as UNIDENTIFIED.

We are inclosing the current Project Blue Book report as you requested.

Sincerely,

JAMES H. AIKMAN
Major, USAF
Chief, Civil Branch
Community Relations Division
Office of Information

Attachment

Mr. John Dudek
710 East Williams Street
Benton, Illinois 62812

* ORIGINALLY "UNKNOWNS"

29 July 1952 **NICAP CASE 8** Port Huron, Michigan

Description of Incident

On the night of 29 July 1952 an AC&W Station in Michigan observed an unidentified return on the scope. The time was shortly before 2140 CST. The target was plotted at 550 knots on a 360° heading for 20 minutes.

Three F-94B aircraft were in the area making practice runs on a B-25. One of these aircraft was requested by GCI to investigate the unknown target. The aircraft climbed out of the practice area on a heading of 270° to 20,000'. GCI called and requested a visual search to be made at 3 o'clock. A turn to 3 o'clock was started when the radar operator got a lock-on from a target at 2:30 o'clock level, four miles away. The lock-on was held for only 30 seconds. As the turn was made, a bright, flashing, colored light was observed by the pilot. He turned into the light on a heading of 360° and followed it for twenty minutes at an IAS of 350 knots at 21,000 ft. The light remained between 12 and 1 o'clock. At the time of the lock-on, the aircraft was 20 miles west of Port Huron, Michigan.

The GCI radar was carrying both the unidentified target and the F-94 on the scope. Since the F-94 could not close, it was assumed by GCI that the object increased its speed to that of the F-94.

Comments

Two other F-94 aircraft were airborne, but they continued making practice runs on a B-25 and were not in the area at the time of the sighting.

The star, Capella, is directly in line with the F-94's line of flight and the aircraft would have been flying straight toward it. It is very low on the horizon and appears to be flashing green, blue, red, etc. At first it was believed that this is what the pilot saw, but when it was established that both the F-94 and the UFO were being carried on the GCI scope, Capella becomes a doubtful suspect.

It could be that this is a series of coincident weather phenomena affecting the radar equipment and sightings of Capella, but this is stretching probabilities too far.

A balloon can be disregarded since the speeds are too high for even a jet stream.

Three weak inversions were noted below 10,000'.

Conclusions

Unknown

Port Huron, Michigan 29 July 1952

AF Explanation as of 4/21/66 - Visual sighting was star Capella; phantom radar returns caused by weather conditions.

1952 JULY 27-29 MICH

The Detroit News

THE HOME NEWSPAPER FOR MORE THAN 78 YEARS

Detroit's 252nd Year—The News' 79th—WWJ's 32nd

GHOST DISKS OVER CITY

WEATHER

Warmer tonight and Wednesday.
Showers Wednesday.
Pollen count: 9.

(U. S. Weather Bureau Forecast)
(See FOTOCAST on Page 2)

TUESDAY, JULY 29, 1952, 79th Year, No. 3

1952 JULY 27-29 MICH.

Detroit News 7/29/52

Calls Swamp Selfridge Field

Washington has no monopoly on reports of mysterious flying disks and "flying lights," Selfridge Field officers said today.

The Air Force, which welcomes all such reports and investigates most, said the base was swamped by scores of Detroit-area calls, soon after 11:20 p. m. Monday. Some calls were received in daylight Sunday.

And a wartime B-17 pilot saw a silvery, disk-shaped object this afternoon over his home in the Grand River-Eight Mile area.

* * *

"It was not an airplane, not a dirigible, not a weather balloon," said Henry Tison. "I've seen them all."

Reports to Selfridge spoke of high-flying groups of lights, described as either orange-and-blue or orange-and green.

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REPORT BY MINISTER

The Rev. William Reiter, minister of Christian Fellowship Baptist Church, Mt. Clemens, told Air Force officers he saw a group of orange and blue lights sailing high in the air toward Lake St. Clair at 11:20 p. m. Monday.

Though some of the air base's jet fighters were aloft at the time, no pilot reported any unusual objects, intelligence officers said. Nor were any tracked by radar.

'SEEN NEAR BOMBERS'

The base operations office said that airmen on the ground Sunday reported seeing "spheres" in the air near a flight of B-36 bombers which flew over Detroit.

Lieut.-Col. James E. Johnston, base commander, said that no planes were dispatched from the field to chase the "spheres," but that some planes were in the air on maneuvers. Pilots' reports will be checked to determine whether any "saucers" were reported, he said.

Today's "saucer" was reported seen at about 1:30 p. m. over Tison's house at 26996 Grand River.

NO MILITARY SECRECY

Air Force spokesmen insisted there was no military secrecy veiling the quest for saucer data. Any seeming reluctance to give out information was based unhappily on ignorance, not on military security, they said.

Sources who have followed the saucer saga asserted with renewed vigor that the glowing objects sighted visually all over the land, and recently tracked by radar, were not secret aircraft or weapons developments.

Short shrift was being given, too, to the idea that the whirling disks were ethereal, interplanetary or of Communist origin.

Sightings "show no pattern which would indicate that the objects are being controlled by a reasoning body," the Air Force said.

'AT 12,000 FEET'

Tison, who flew with the 15th Air Force in Italy, now is a department store truck driver. When he saw the object, he called for confirmation from his helper, Harold Hubler, 15217 State Fair east. Both saw it clearly, he said.

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"It was flying at 12,000 to 14,000 feet," Tison said. "It was nothing I'd ever seen before. It was just like I'd read about.

"It was disk-shaped, and I saw it both on edge and flat. When we first saw it, it was barely going. Then it made a big, wide sweep and was really going. We lost it behind some clouds."

On his lunch hour, Tison had been looking upward in trees for his mother's parakeet, which escaped Monday night.

REPORT BY FISHERMEN

'Spheres" were reported seen Sunday morning by Henry C. Pottinger, 14025 Ardmore, who later telephoned Selfridge. He was fishing on Lake St. Clair.

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Pottinger and his brother-in-law, Roy E. Bertram, of Algonac, were watching the bomber flight overhead.

"Two of the spheres," he said, "appeared high above and behind the flight of bombers and started to swoop down toward them.

"A third sphere appeared above and ahead of the flight and then dropped down to join the other two. All three passed under and slightly behind the bombers.

'DISAPPEAR IN A HURRY'

"Several jet fighters accelerated with a spurt of flame at this point, but the objects just seemed to disappear as the jets streaked toward them."

Pottinger said the "spheres" were smaller than the bombers but larger than the fighters. They were "very bright, luminous and at times appeared translucent," he said.

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'Saucer' Chased At 1,400 MPH

By John Creecy

A mysterious flying object—chased by an F-94 jet over Saginaw Bay and tracked by radar at 1,400 miles an hour—was cited as "flying saucer" evidence today by the Air Force's former chief saucer investigator.

The report was extracted from government files by Edward J. Ruppelt, ex-chief of the USAF's Project Blue Book, an operation of the Air Technical Intelligence Center.

In a book entitled "The Report on Unidentified Flying Objects," to be published tomorrow by Doubleday & Co., Ruppelt terms the Michigan case "one that the most ardent skeptic would have trouble explaining."

Chase Ordered

In late July of 1952 there was a great flurry of saucer reports in Michigan. On the night of the 28th more than 75 persons called Selfridge Field to report "strange objects" in the sky.

At 9:30 that night, according to Ruppelt, an Air Defense Command radar station in central Michigan started to get plots on a target coming south across Saginaw Bay at 625 miles an hour. No such plane showed on flight plans.

Ruppelt's account continues:

"Three F-94's were in the area, so the ground controller called on of the F-94's and told the pilot to intercept the unidentified target.

"The F-94 pilot started climbing out of the practice area on an intercept heading that the ground controller gave him. When the F-94 was at 20,000 feet, the ground controller told the pilot to turn to the right.

At Full Speed

"The pilot started to bring the F-94 around and that instant both he and the radar operator in the back seat saw that they were turning toward a large bluish-white light, 'many times larger than a star.' In the next second or two the light took on a reddish tinge, and slowly began to get smaller as if it were moving away.

"Just then the ground controller called and said that he still had both the F-94 and the unidentified target on his scope and that the target had just made a tight 180-degree turn. The turn was too tight for a jet, and at the speed the target was traveling it would have to be a jet if it were an airplane.

"Now the target was heading back north. The F-94 pilot gave the engine full power and cut in the afterburner to give chase. The radar operator in the back seat got a good radar lock-on. Later he said, 'it was just as solid a lock-on as you get from a B-36.'

Doubles Speed

"The object was at 4 miles range and the F-94 was closing slowly. For 30 seconds they held the lock-on; then, just as the ground controller was telling the pilot that he was closing in, the light became brighter and the object pulled away to break the lock-on. Without breaking his transmission, the ground controller asked if the radar operator still had the lock-on because on his scope the distance between the two blips had almost doubled in one sweep of the antenna.

"This indicated that the unknown target had almost doubled its speed in a matter of seconds."

For 10 minutes, until its fuel supply ran low, the F-94 continued the chase. Each time it got close the target dodged swiftly away. The game of tag was followed by the ground radar, which timed the target at 1,400 miles an hour.

Ruppelt, an aircraft research engineer, draws no conclusions in his book.

What Was It?

But of the Michigan case, he asks:

"What was it? It obviously wasn't a balloon or a meteor. It might have been another airplane, except that in 1952 there was nothing flying, except a few experimental airplanes that were far from Michigan, that could so easily outdistance an F-94.

"Some people said 'weather targets', but the chances of a weather target making a 180-degree turn just as an airplane turns into it, giving a radar lock-on, then changing speed to stay just out of range of the airplane's radar, and then slowing down when the airplane leaves is just about as close to nil as you can get."

DETROIT, MICH.
TIMES
C.rc. D. 411,661 - S. 528,009
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1952 JULY 29 MICH.

INCIDENT NO. 2—On July 29, 1952, near Port Huron. Mich., two F-94s were in the air making night practice runs on a B-25. A radar station in the vicinity picked up an unknown object and asked one of the planes to investigate. The jet went up to 20,000 feet where the pilot spotted the object visually. He started to chase it, and the fleeing UFO and the pursuing jet both showed up on the radar scope, which tracked the chase. The jet pilot switched on his gun radar, got an automatic lock-on. The object easily kept out in front of the jet, even when the pilot kicked on his afterburner. Our investigation showed that there were no other planes in the vicinity, and the double radar verification ruled out planets, stars, reflections, hallucinations.