

PROJECT 10073 RECORD CARD

1. DATE 24 November 1951	2. LOCATION Michigan		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical METEOR <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ GMT <u>24/2325Z</u>	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Military & Civilian		
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS 1	9. COURSE S of W	
10. BRIEF SUMMARY OF SIGHTING SEE CASE FILE.			11. COMMENTS METEOR OBSERVATION.

UNCLASSIFIED

E

~~SECRET~~
~~CONFIDENTIAL~~

RA030E

WPE031

YDA021

TYA023

JEPNB A033

PP JEDEN JEDWP 222

DE JEPNB 61

P 250334Z

FM HQ EADF STEWART AFB NEWBURGH NY

TO JEDEN/CG ADC ATTN INT ENT AFB COLO SPRINGS COLO

JEDWP/CG AMC ATTN MCIS WRIGHT PATTERSON AFB DAYTON OHIO

INT 33913. IN COMPLIANCE WITH ADCL 200-1 FOLG SUBMITTED. PVT

JAMES YOUNGS, PATTERSON AFB, ENGINEERING SECTION, WHILE IN

VICINITY OF BATTLE CREEK, MICHIGAN, SIVHTED A LONG, WHITE, CIGAR

SHAPED OBJECT WITH RED TRAIL MOVING NORTH TO SOUTH. ESTIMATED

ALT 4000 FT. ESTIMATED SPEED OVER 400 MPH. TIME 250221Z. NO

ADDITIONAL REPORTS RECEIVED. T REQUIRED AF FORM 112 AMPLIFYING

WILL BE SUBMITTED BY AIR DIVISION 30.

25/0345Z NOV JEPNB

AG
ACT
INFOR
AT-10

NOV 26

07:46

ATIAA

25 Nov 51

~~0221Z~~
~~201 EST~~

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

Received from Command Post at 2220Z.

24 November at 2320Z, *25* November at Selfridge Air Force Base two men
rod. exhibit reported sighting large oblong brightly lighted object moving at rapid
 rate of speed with no noise. One minute later flight 94, Capitol Airlines 2321
2334Z → pilot, who is a Senior Captain on airlines, sighted similar object over
100-1000
3000 SW, Coopersville, Michigan. Altitude estimated 1,000 to 1,500 feet, estimated
 speed ~~at~~ 1,000 miles per hour. Altitude of Capitol Airlines aircraft,
 1,900 feet.

Noting → At 2330Z, tower operator at Kent City Airport, Grand Rapids, Michigan,
 reported similar object. CAA detachment at Battle Creek received a report
 from Pvt. James Young from Wright-Patterson Air Force Base who reported seeing
 in vicinity Battle Creek, Michigan, ~~a cigar~~ a cigar shaped large object with *one*
 faint glow at tail moving from North to South at estimated altitude of 4,000 *40*
 feet. Selfridge radar at 2320Z ceased operation and the antenna revolved
 in opposite direction. ADC checked various stations and no flight plan
 reported that could correspond. Weather cavu at time of sightings. The
 Command Post duty officer queried Col Romig, guided missiles man in Research
 and Development and he had no information to offer.

Info (Telephone) transmitted to ATIC - Col Penn
at 1710 - 26 Nov 51 - Early Evaluation
requested - Jg Liker

Flt. of F 86's at that time.
From Selfridge
No intercept attempted

Received by telephone call from Col Eriksen, AFOIN, 1700 hours, 26 Nov.

RECEIVED AT COMMAND POST

24 NOVEMBER 2320Z

24TH NOVEMBER AT SELFRIDGE AIR FORCE BASE TWO MEN REPORTED SIGHTING A LARGE OBLONG BRIGHTLY LIGHTED OBJECT MOVING AT RAPID RATE OF SPEED WITH NO NOISE. CAPITAL AIR LINE PILOT WHO IS A SENIOR CAPTAIN ON AIR LINE SIGHTED SIMILAR OBJECT OVER COOPERVILLE, MICHIGAN. ALTITUDE ESTIMATED 1,000 to 1,500 FEET. ESTIMATED SPEED 1,000 MILES PER HOUR. ALTITUDE OF CAPITAL AIR LINE AIRCRAFT 1,900 FEET. AT 2330Z, TOWER OPERATOR AT KENT CITY AIRPORT, GRAND RAPIDS, MICH, REPORTED SIMILAR OBJECT. CAA DETACHMENT AT BATTLE CREEK RECEIVED A REPORT FROM PVT JAMES YOUNG FROM WPAFB WHO REPORTED SEEING IN VICINITY BATTLE CREEK MICH AT 0221Z CIGAR SHAPED OBJECT WITH FAINT GLOW AT TAIL MOVING FROM NORTH TO SOUTH AT ESTIMATED ALTITUDE 4,000 FEET. SELFRIDGE RADAR AT 2320Z CEASED OPERATION AND ANTENNA MOVING OPPOSITE DIRECTION. ADC CHECKED VARIOUS STATIONS AND NO FLIGHT PLAN REPORTED THAT CAN CORRESPOND. WEATHER CALM AT TIME OF SIGHTING. THE COMMAND POST DUTY OFFICER QUERIED COL ROMIG, COMMAND MILITARY MAN IN RESEARCH AND DEVELOPMENT, AND HE HAD NO INFORMATION TO OFFER.

*Rec'd for Miss Murple AT1
11/27/51*

UNCLASSIFIED

1-1 ROUTINE
FM 33 AIR-DIV SELFRIDGE AFB MICH
TO TECH INTEL CEN WPAFB DAYTON OHIO ATTN ATIAA-2C
INFO EASTERN AIR DEFENSE FORCE STEWART AFB N Y ATTN DIR OF MINTEL

FOLG REPT OF UNUSUAL FLYING OBJECT SUBMITTED IAW WITH ACBL 200-1.
PARA: 6 OBSRS REPT SIGHTING AN UNUSUAL FLYING OBJECT FR 4 DIFFERENT
PNTS IN LOWER MICHIGAN, OBSRS, PNTS OF OBSERVATION AND TIMES OF
OBSERVATION: 2 AMN ON SELFRIDGE AFB AT 242320Z, 1 AMN 1 MILE EAST
OF BATTLE CREEK MICH AT 242325Z, 2 EXPERIENCED TOWER OPRS VT KENT
COUNTY AIRPORT AT GRAND RAPIDS, MICH AT 242335Z, CAPITOL AIRLINES
FLT OVER COOPERSVILLE, MICH AT 242335Z, INTERROGATION OF ALL OBSRS
IS INCOMPLETE AT THIS TIME HOWEVER FOLG PATTERN APPEARS TO EXIST,
IN ALL CASES OBJECT APPEARED IN THE SOUTHEAST QUADRANT ON A WESTERLY
OR SOUTH WESTERLY COURSE PARALLEL TO THE GRD AT SPEED ESTS VARYING

~~SECRET~~
~~DECLASSIFYING~~

515-175491
1-ATIAA
2-ATIA
9-ATI
ACTION

PAGE TWO

FR 600 MPH TO 1,000 MPH, OBJECT WAS DESCRIBED AT FOOTBALL SHAPED,
ROUND, AND BULLET SHAPED, COLR: BLUISH WHITE, WHITE AND BLUISH
ORANGE, ALTITUDE WAS ESTD FR 300 FT TO 4,000 FT, 2 OBSRS REPTD AN
ORANGE THIL OR EXHAUST, VISIBILITY AT ALL PNTS DESCRIBED AS UNLIMITED,
OBJECT VANISHED IN SOUTH OR SOUTH WEST SKY WITHOUT CHANGE OF COURSE,
OBSERVATIONS LASTED FR 2 TO 6 SECONDS, NO NOISE WAS HEARD, NO JET ACFT
KNOWN TO BE OPNL IN AREA AT TIME, CHECK INDICATES NO KNOWN EXPERIMENTAL
BALLONS WERE IN AREA, MICHIGAN UNIVERSITY OBSERVATORY REPTS NO AURORA
BOREALIS VISIBLE OR METEORIC ACTIVITY OBSRMD, NO ELECTRONIC OBSERVATIONS
WERE NOTED BY RADAR STAS IN RANGE, DATA ON OBSRS AS FOLS: CPL ARTHUR R
CHAPMAN, PFC MELVIN R MERDELL, 660 AC AND W SQ, SELFRIDGE AFB, PVT
JAMES YOUNG, ENGRG SECT, WRIGHT PATTERSON AFO, MR EUGENE SMITH AND MR
WALTER SYRYLO TOWEAD OPRS KENT COUNTY AIRPORT, GRAND RAPIDS, MICH,
MR HARRY SCHRADER, CAL PLT CHICAGO, ILL, PHONE NR GLENVIEW ~~43526~~, 43526
MR SCHRADER REPTS HAVING SEEN SECOND UNUSUAL OBJECT ON FLT 26 NOV 51
NEAR MILWAUKEE, DETAILS NOT AVAIL THIS TIME, FULL REPT OF THIS
OCCURANCE AND AF FORM 112 REPT WILL FOL

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

UNCLASSIFIED

716560

UNCLASSIFIED

Interrogation of Capital Airlines Pilot
24 November 1951 Incident

Mr. [REDACTED], Glenview, Illinois, Phone Glenview [REDACTED] was interrogated by Lt E. J. Ruppelt on Sunday, 9 November 1951.

Mr. [REDACTED] was Captain on Capital Airlines Flight #94 on 24 November 1951. His co-pilot was [REDACTED] (first name unknown). The flight was en-route to Grand Rapids, Michigan, from Muskegon, Michigan.

At approximately 1835 EST (2325 Z) both pilots of the DC-3 noticed an object appear in the NE and cross their course to the SW. The object seemed to be at their altitude, which was 1900 ft., and appeared to be between them and Grand Rapids, Michigan. They were over Coopersville, Michigan, at the time of sighting.

The object appeared to be 12 inches in diameter, round, "dullish blue" light source with no tail, or trail, and was comparatively bright. The trajectory was flat, if it arched it was so little that it could not be detected. The object was viewed for 4 - 5 seconds until it disappeared in the distance. The source could not judge the horizontal angle the object passed through. Its appearance was noted due to its brightness. It was not noticed approaching from a great distance, but was noticed disappearing. The speed was judged to be "terrific", it was estimated at 1000 mph, but this was only a rough guess.

On landing at Grand Rapids, the pilot heard that the tower operators had also seen the object. He was interrogated over the phone by Air Defense people from Selfridge. He also heard that the tower had intercepted a message from a "net", (he could not give any more details on what net) saying that a radar site, whose location was classified, had picked up an unidentified return 20 miles east of the station and he assumed that this was what they were asking him about over the phone. (Comment: This radar pick-up has never been heard of before and will be checked.)

Mr. [REDACTED] noted that while he and the co-pilot judged the object to have passed west of Grand Rapids, tower operators in Grand Rapids stated that it had been east of their location.

He noted that the night was very clear except for the usual slight haze, always found near Grand Rapids.

COMMENT: All during the conversation, it was apparent that Mr. [REDACTED] did not believe this was a meteor. He mentioned the possibility of an AF guided missile. It is apparent that if this is a meteor, it has no characteristics of a normal meteor. He stated that he had seen all kinds of meteors and had never seen anything like this before.

UNCLASSIFIED

~~SECRET~~
SECURITY INFORMATION

UNCLASSIFIED

AFORN-V/TC

Lt. Col. Hunt/ro/35.94
Artn 24 Nov 51

MEMORANDUM FOR RECORD

PROBLEM

1. To advise the Director of Intelligence regarding sightings of an unusual flying object (s) at various points in Michigan on 24 Nov 51.

FACTS AND DISCUSSION

2. Hq USAF Command Post received a notification on 24 Nov 51, that two men at Selfridge AFB had sighted, at 2320Z to 2323Z, a large oblong and brilliantly lighted object moving at a rapid rate of speed with no apparent audible sound. Object was reported as having a red exhaust.

3. At 2334Z, a senior captain pilot on Capital Airline flight 94 sighted a similar object over Coopersville, Michigan. The airliner was traveling at an altitude of 1900 feet at the time of sighting. The object's altitude was estimated to be between 500 and 1000 feet, speed estimated as 1000 miles per hour, and proceeding in a southwesterly direction.

4. At 2330Z, the [redacted] at Kent City Airport, Grand Rapids, Michigan, reported sighting a similar object. No additional information was available from this source.

5. The CAA detachment at Battle Creek also received a report, with no time indicated, from a Private [redacted] of Wright-Patterson AFB, who reported seeing, in the vicinity of Battle Creek, Michigan, a cigar shaped large object with a faint tail glow moving from a north to south direction at an estimated altitude of four thousand feet, speed estimated to be over 400 miles per hour.

6. For an unexplained reason, Selfridge AFB radar ceased operation at 2320Z on 24 Nov 51.

7. Upon further checking with Hq USAF Command Post and with ADC on 27 Nov 51, it was learned that a flight of F-56's (number unknown) operating from Selfridge AFB was in the air in the vicinity of Coopersville, Michigan, at the time of the Capital Airline's sighting mentioned in paragraph 3 above.

8. This entire incident has been brought to the attention of ATIC and an early report of evaluation has been requested from them.

9. Subject matter will not be included in the Daily Staff Digest.

CONCLUSIONS

10. None. For information only.

DOWNGRADED AT 2 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

SECURITY INFORMATION

~~SECRET~~

UNCLASSIFIED

~~CONFIDENTIAL~~

SECURITY INFO

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 30th Air Division (Defense) Selfridge AFB, Michigan	REPORT NO. IR-62-51E	PAGE 3	OF 3	PAGES
---	-------------------------	-----------	---------	-------

stable person. Mr. ██████'s co-pilot was not interrogated although he also observed the object. Weather sequence of Grand Rapids, Michigan, of 24/2300Z follows:

GPR 012 312/18/15/ES2/040 - Grand Rapids

Municipal Airport, Chicago, Illinois, at 25/0010Z

Mr. ██████, Capitol Airline's pilot, was returning to his home several blocks north of the airport when he noticed a whitish orange colored object or light approaching the airport from the East. The object was estimated to be about 2500 feet over the ground and moving in a southwesterly direction at a speed "faster than a jet." Mr. ██████ was unable to observe the object carefully as he was at that moment turning a corner in his automobile. He could make no estimate of the size or shape of the object, but believes the orange color resembled exhaust flames. His first impression was that it was a very fast moving aircraft with landing lights on, however, the simultaneous appearance of an airliner with landing lights on appeared so much dimmer and slower that he discarded this opinion. Mr. ██████ was unable to observe the disappearance of the object because of the necessity in giving attention to his driving. Mr. ██████ made it clear that he is not certain as to the accuracy of the stated time of 25/0010Z since he does not remember whether or not his watch was set for eastern or central time. He believes, however, the stated time is more probably correct. Weather sequence at Chicago, 24/2330Z follows:

CHI 250-0 3K 308/22/14/SSW14/040

General:

Check of 30th Air Division radar stations having radar coverage of the areas, indicate no record of electronic observation of the object.

Check with Military Flight Service indicates no known jet aircraft activity, in the areas concerned. Three F-86 aircraft out of O'Hare Field, Chicago, were under Air Defense Direction Center control from 24/2245Z to 25/0016Z in the Chicago area and were alerted to watch for an unusual flying object, but gave a negative report upon landing at 25/0030Z.

Check with Air Force installation at Minneapolis, Minnesota, indicates General Foods Corporation there released only one experimental balloon on 24 November which landed at 24/1901Z.

Check with Michigan University Observatory at Ann Arbor, Michigan, indicates no meteors were observed during the period in question nor was aurora phenomena visible although the northern sky was reported as bright.

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.19

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED

~~CONFIDENTIAL~~

SECURITY 07 312 051

UNCLASSIFIED

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressor and addressee.

Place initials of dictator and typist, telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Remaining space is sufficient only for proper spacing of typewritten signature.

Separate comments by horizontal lines across page.

SUBJECT Project Grudge Proposed Investigation

TO ATI FROM ATIAA-2c DATE 21 DEC 51 COMMENT NO. 1
Lt. Ruppelt/peg
5b261/B263D/P D2

- Reference is made to a Project Grudge incident in southern Michigan on 24 November 1951 at which time an airline pilot, tower operators, and several airmen sighted an unidentified object in widely separated locations.
- In an attempt to obtain a more complete coverage of other possible sightings, it is proposed that the inclosed letter be sent to approximately twelve (12) newspapers in southern Michigan.
- Since this entails corresponding with newspapers about a subject that could possibly cause some inquiry from the newspapers, it is requested that sending of the letters and the content of the letters be concurred upon.
- The PIO of AMC will also be requested to concur on this proposal.

1 Incl
Sample letter

Kent Parrot
KENT PARROT, Lt Col, USAF
Chief, Aircraft & Propulsion Section
Technical Analysis Division

THRU: ~~ATI~~ FROM: ATI DATE: 21 Dec 51 COMMENT NO. 2
TO: ATIAA-2c Lt Col Taylor/in
59210/Blg 263/2d Fl

Because of other plans for obtaining better information concerning Project Grudge incidents, it is considered inadvisable to attempt the suggestion contained in Comment No. 1 after the present time.

1 Incl
n/c

Frank L. Dunn
FRANK L. DUNN, Colonel, USAF
Chief, Air Technical Intelligence Center

UNCLASSIFIED

UNCLASSIFIED

FORM FOR TELECONFERENCE

DATE: 27 December 1951

~~CONFIDENTIAL~~

(Security Classification)

FROM: Lt E. J. Russell, ATIA-2c
(Name & Symbol)

TO: Col Willis, AFMIL-7/TC
(Name & Symbol)

MESSAGE:

Reference TM-291, 27 Nov 51, USAF Item #1. Investigations show that the unidentified object seen over southern Michigan on 24 Nov 51 was probably a very large meteor or fire ball. Investigation is continuing to further substantiate this conclusion.

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

ORIGINATED BY

COORDINATED BY

Lt E. J. Russell
(Name)

ATIA-2c
(Symbol)

NAME

SYMBOL

UNCLASSIFIED

~~CONFIDENTIAL~~

25

Appendix VIII

SOUTHERN MICHIGAN - 24 November 1951

I. DISCUSSION OF INCIDENT

On the evening of 24 November 1951, seven people observed an unidentified aerial object, from four separate locations in Southern Michigan. The object was observed in the SE quadrant traveling at speeds "much faster than a Jet" at an apparently low altitude (below 3,000 ft. or 2° - 4° above the horizon) in all the observations. The object traveled horizontal to the earth and in one instance was noted to lose altitude just before it disappeared. No sounds were heard by any of the observers. In each case the time the object was in sight was 5-6 seconds or less.

Additional information is given below and in inclosed overlay which shows apparent track of objects. It will be noted that these are only the apparent tracks.

Location	Time	Shape	Color	Trail	Course	Apparent Distance (miles)	Observer
Selfridge AFB	1820 E	Egg	White	Red	WSW	2-3	AF PFC
Selfridge AFB	1820 E	"Football"	White	Orange red	W	1	AF PFC
Battle Creek	1825 E	Oval	White	White	SW	10-20	AF Pvt
Grand Rapids	1824 E	Round	White	None	SE	-	Tower Operator
Coopersville	1825 E	Round	Bluish White	None	SW	30-40	Airline Crew (Airborne)

II. WEATHER

CAVU and exceptionally clear at all points of observation.

III. STATUS OF THE INVESTIGATION

The possibility of jet aircraft in the area, unidentified radar returns, and known meteoric or aurora phenomenon were checked with negative results. From the reports, it is reasonable to assume that all the observers sighted the same object. There is a time span of five minutes between various sightings but this could be due to errors in the watches of the observers. Assuming that the tower clock would be the most accurate, the time would be 1824 EST. From the estimates of

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

~~CONFIDENTIAL~~

the altitude (i.e. appeared low), it is apparent that the object must have been a comparatively great distance from all the observers. The fact that the observers in Grand Rapids and over Coopersville did not observe a tail or trail can be explained by the fact that they were farther away from the object.

The actual flight path of the object was probably high over Ontario, Canada. It would probably be possible to determine the exact location by collecting reports or interrogations in Canada. It is not believed that this would be worth the effort, however, as it would still not definitely identify the object unless it had been observed by competent astronomers.

IV. CONCLUSIONS

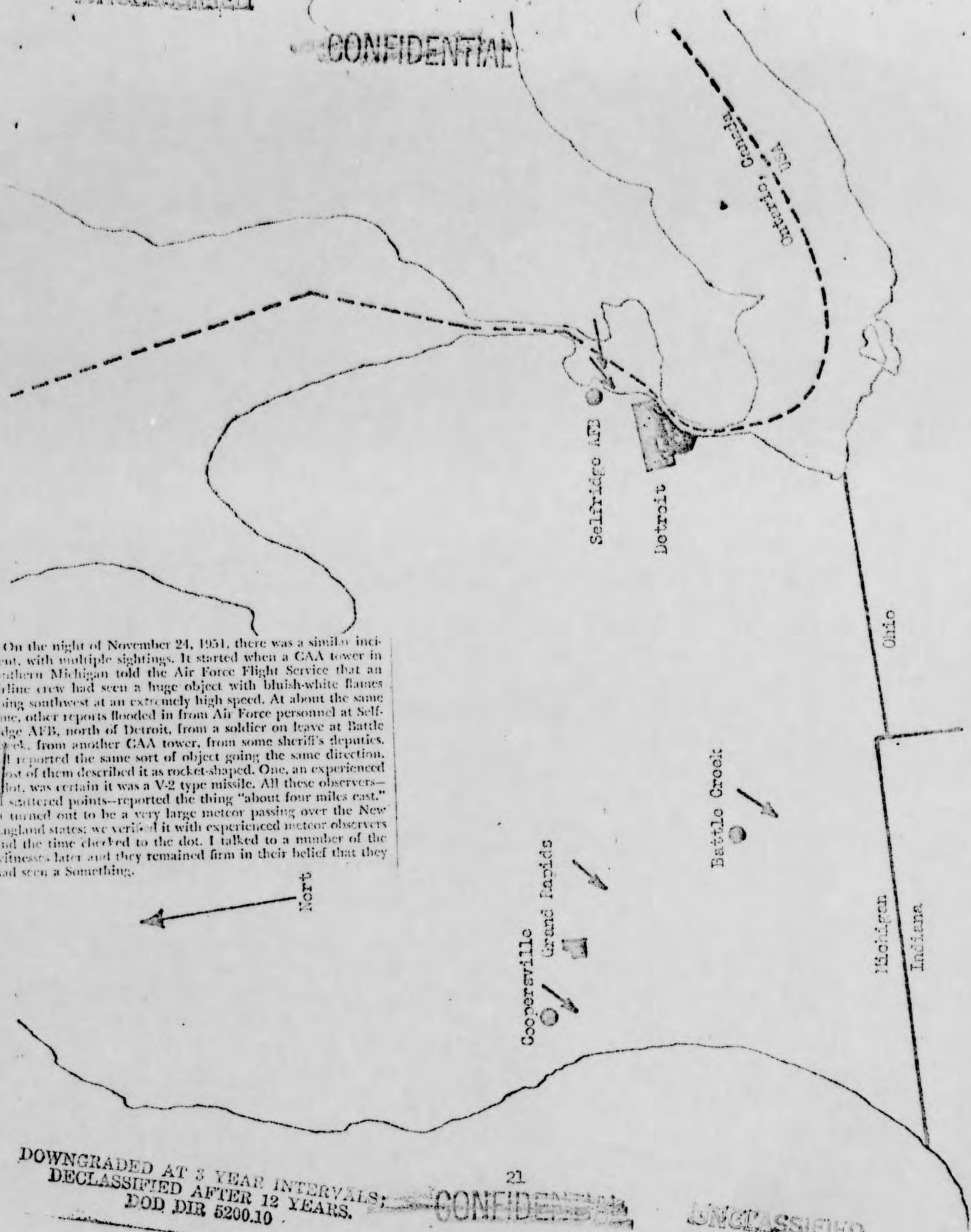
It is concluded that the object observed in Southern Michigan on 24 November 1951 was a large meteor-like object that probably passed over Ontario, Canada, or upper New York State.

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

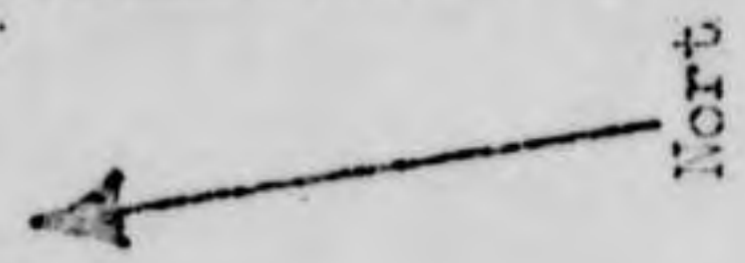
20

~~CONFIDENTIAL~~

UNCLASSIFIED



On the night of November 24, 1951, there was a similar incident, with multiple sightings. It started when a CAA tower in northern Michigan told the Air Force Flight Service that an airline crew had seen a huge object with bluish-white flames going southwest at an extremely high speed. At about the same time, other reports flooded in from Air Force personnel at Selfridge AFB, north of Detroit, from a soldier on leave at Battle Creek, from another CAA tower, from some sheriff's deputies. All reported the same sort of object going the same direction. Most of them described it as rocket-shaped. One, an experienced pilot, was certain it was a V-2 type missile. All these observers--at scattered points--reported the thing "about four miles east." It turned out to be a very large meteor passing over the New England states; we verified it with experienced meteor observers and the time checked to the dot. I talked to a number of the witnesses later and they remained firm in their belief that they had seen a Something.



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

UNCLASSIFIED

Appendix VIII

SOUTHERN MICHIGAN - 24 November 1951

I. DISCUSSION OF INCIDENT

On the evening of 24 November 1951, seven people observed an unidentified aerial object, from four separate locations in Southern Michigan. The object was observed in the SE quadrant traveling at speeds "much faster than a Jet at an apparently low altitude (below 2,000 ft. or 2° - 4° above the horizon) in all the observations. The object traveled horizontal to the earth and in one instance was noted to lose altitude just before it disappeared. No sound's were heard by any of the observers. In each case the time the object was in sight was 5-6 seconds or less.

Additional information is given below and in inclosed overlay which shows apparent track of objects. It will be noted that these are only the apparent tracks.

Location	Time	Shape	Color	Trail	Course	Apparent Distance (miles)	Observer
Selfridge AFB	1820 E	egg	White	Red	WSW	2-3	AF PFC
Selfridge AFB	1820 E	"Football"	White	Orange red	W	1	AF PFC
Battle Creek	1825 E	Oval	White	White	SW	10-20	AF Pvt
Grand Rapids	1824 E	Round	White	None	SE	-	Tower Operator
Coopersville	1825 E	Round	Bluish White	None	Sw	30-40	Airline Crew (Airborne)

II. WEATHER

CAVU and exceptionally clear at all points of observation.

III. STATUS OF THE INVESTIGATION

The possibility of jet aircraft in the area, unidentified radar returns, and known meteoric or aurora phenomenon were checked with negative results. From the reports, it is reasonable to assume that all the observers sighted the same object. There is a time span of five minutes between various sightings but this could be due to errors in the watches of the observers. Assuming that the tower clock would be the most accurate, the time would be 1824 EST. From the estimates of

UNCLASSIFIED

UNCLASSIFIED
~~CONFIDENTIAL~~

the altitude (i.e. appeared low), it is apparent that the object must have been a comparatively great distance from all the observers. The fact that the observers in Grand Rapids and over Coopersville did not observe a tail or trail can be explained by the fact that they were farther away from the object.

The actual flight path of the object was probably high over Ontario, Canada. It would probably be possible to determine the exact location by collecting reports or interrogations in Canada. It is not believed that this would be worth the effort, however, as it would still not definitely identify the object unless it had been observed by competent astronomers.

IV. CONCLUSIONS

It is concluded that the object observed in Southern Michigan on 24 November 1951 was a large meteor-like object that probably passed over Ontario, Canada, or upper New York State.

UNCLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

21

UNCLASSIFIED



Coopersville
Grand Rapids

Battle Creek

Selfridge AFB
Detroit

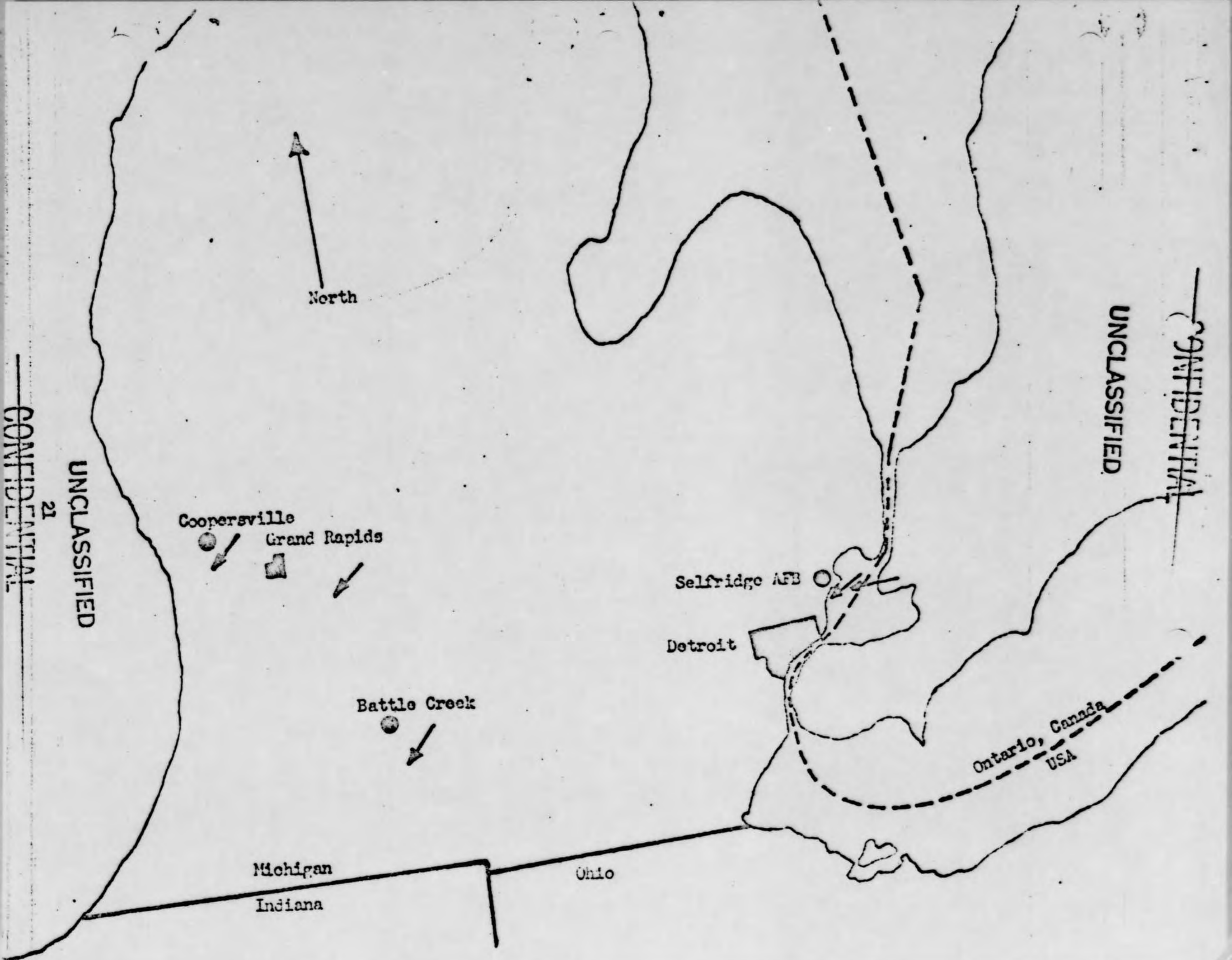
Michigan
Indiana

Ohio

Ontario, Canada
USA

UNCLASSIFIED

~~CONFIDENTIAL~~



UNCLASSIFIED

251 NOV 26

10:03

~~SECRET~~

Priority

~~SECRET~~ PRIORITY /CRYPTO PRECEDENCE APPLIES/

1-ATIAT
2-ATIAT
3-ATI

FM EASTERN AIR DEFENSE FORCE
TO AWC USAF DARTON OHIO [ATLANTIC]

AIR DEFENSE COMD ENT AFD COLO SPRINGS COLO ADC ATTN INTEL

515-172521

COMPLIANCE WITH AWC LET 800-1 FOLLOWING UNIDENTIFIED AIRBORNE OBJECT
SIGHTED AS FOLLOWS: BY 3 AM AT SELFRIDGE AFB AT 242320Z, A LARGE COLORED
OBJECT, BRIGHT WHITE LIGHT, HEAVY EXTREME END. NO NOISE. MOVING TO WEST
AT RAPID SPEED. BY PILOT CAPITOL AIRLINE FLIGHT NUMBER 94 AT 1900 FT.
SAME DESCRIBED OBJECT OVER COOPERSVILLE, WICH COURSE TO SOUTHWEST.
ESTIMATED SPEED 1000 MPH, ALT 500 TO 1000, TIME 242347. BY TOWER OPS
AT KEWT COUNTY AFB AT GRAND RAPIDS, WICH SAME DESCRIPTION OBJECT MOVING
TO SOUTH WEST AT LOW ALTITUDE AT RAPID SPEED. WEATHER AT SELFRIDGE CAVI
TEMPERATURE 15 DEGREES, AT GRAND RAPIDS CAVI 23 DEGREES. NO INTCP ACTION
ACQUIRED AF FORM 112 EMPLOYING WILL BE SUBMITTED BY ADIV 54

LS:

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

UNCLASSIFIED

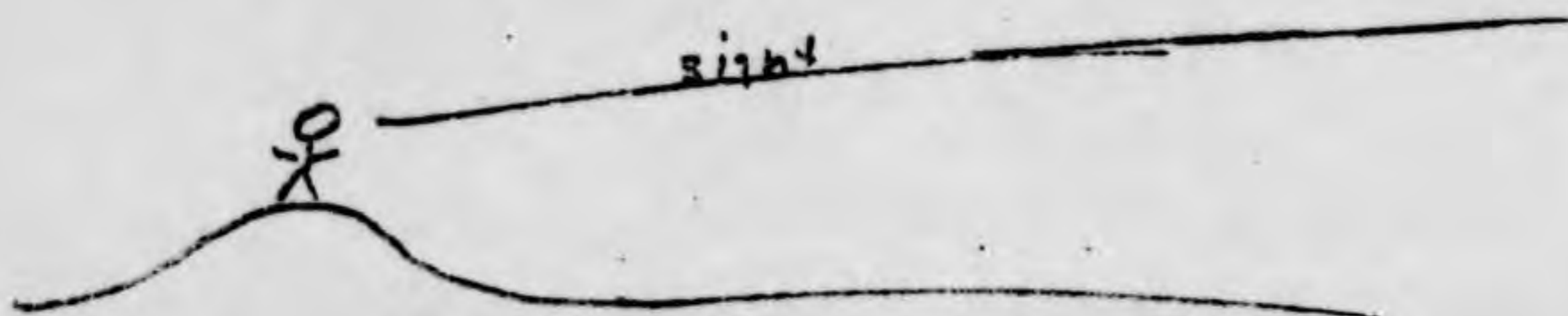
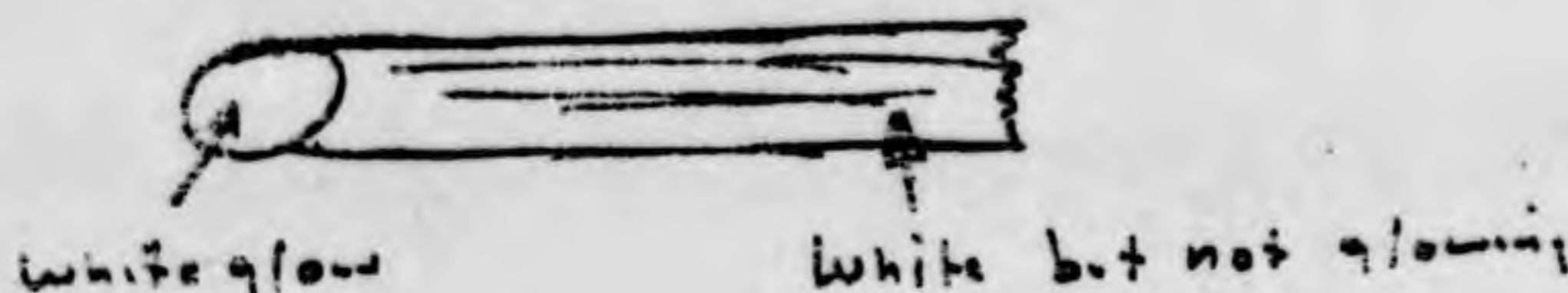
~~SECRET~~

PVT JAMES YOUNG

INCIDENT NO. _____

1. Date of Observation: 24 Nov 51 Date of Interview: 3 Dec 51
2. Exact Time (local) 6:25 23:25Z
3. Place of Observation: one mile east of Battle Creek, Michigan
4. Position of Observer: Ground
5. What attracted attention to object: glowing object
6. Number of objects: One
7. Apparent size: fighter plane
8. Color of object: Nose had a white glow, rest of object white but not as bright as nose.
9. Shape: matchstick
10. Altitude: 4,000 ft
11. Direction from observer: East
12. Distance from observer: approximately 40 miles
13. Direction of flight of object(s): South or South southeast
14. Time of sight: 6 seconds
15. Speed: over 400 mph
16. Sound and odor: none
17. Trail: white
18. Luminosity: white glow at nose
19. Projections: none
20. Maneuvers: none
21. Manner of disappearance: as if light was turned off
22. Additional information concerning object:

The observer stated that the object disappeared from sight when it was in line of sight with the beacon light at Brooks Field, which is approximately 10 miles from the point of observation. He could ~~also~~ give no definite estimate as to the object's size, speed or altitude.



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