

1. DATE 5 Apr 52	2. LOCATION Dumasville, Texas		12. CONCLUSIONS
3. DATE-TIME GROUP Local _____ GMT 0100-25	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<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
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE 147 ACW Squadron		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS 1	9. COURSE	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING		11. COMMENTS Observed by radar maintenance mechanic.	

0915 = 2113
53

4508.00

TENTATIVE
OBSERVERS QUESTIONNAIRE

u1

SECTION A

1. When did you see the object:

1.1 Date: 20 April 1952
Day Month Year

1.2 Time of Day: From 9:15 to 10:40 A.M. or (P.M.) (Circle One)
Hrs. Min.

1.3 Time Zone: (Circle One):

- | | |
|---|--------------------------------------|
| <input checked="" type="radio"/> a. Eastern | <input type="radio"/> d. Pacific |
| <input type="radio"/> b. Central | <input type="radio"/> e. Other _____ |
| <input type="radio"/> c. Mountain | |

(Circle One): a. Daylight Saving
 b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

- | | |
|---|--|
| <input checked="" type="radio"/> a. Certain | <input type="radio"/> c. Not very sure |
| <input type="radio"/> b. Fairly certain | <input type="radio"/> d. Just a guess |

2. Where were you when you saw the object:

Postal Address Flint Michigan Genesee
City or Town State Country

Additional Remarks: _____

3. Where were you located when you saw the object:

- (Circle One): a. Inside a building d. In an airplane
first two groups b. In a car e. At sea
remainder c. Outdoors f. Other _____

3.1 Were you:

- (Circle One): a. In the business section of a city?
 b. In the residential section of a city?
 c. In open countryside?
 d. Flying near an airfield?
 e. Flying over a city?
 f. Flying over open country?
 g. Other _____

4. How did you happen to notice the object? While watching a movie
at a drive in I noticed several colored lights moving slightly
above the screen. (Fast two objects) Discovered by watching for them.

5. When did you report to some official that you had seen the object?

April 10 June 1952
Day Month Year

Air Force Washington D.C.

SECTION B

6. What were you doing at the time you saw the object? Watching a
movie at a drive-in theater.

6.1 What had you been doing for the 30 minutes before you saw the object?
Try to list the activity or activities and the approximate amount
of time spent on each.

watching a movie

7. Were you moving at any time while you saw the object? (Circle One):

Yes or No

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

- (Circle One):
- | | |
|--------------|--------------|
| a. North | e. South |
| b. Northeast | f. Southwest |
| c. East | g. West |
| d. Southeast | h. Northwest |

7.2 How fast were you moving? 0 miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you looking when you first saw the object?

- (Circle One):
- | | |
|----------------|--------------|
| a. North | e. South |
| b. Northeast | f. Southwest |
| <u>c.</u> East | g. West |
| d. Southeast | h. Northwest |

8.1 What direction were you looking when the object disappeared?

- (Circle One):
- | | |
|---|---|
| <input checked="" type="radio"/> a. North | e. South |
| <input checked="" type="radio"/> b. Northeast | f. Southwest |
| c. East | g. West |
| d. Southeast | <input checked="" type="radio"/> h. Northwest |

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

- | | |
|---|------------------|
| <input checked="" type="radio"/> a. Certain | c. Not very sure |
| b. Fairly certain | d. Just a guess |

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or No

10. How was the object seen?

- (Circle One):
- | | |
|--|---|
| a. Through window glass | e. Through theodolite |
| <i>first two groups</i> <input checked="" type="radio"/> b. Through windshield | f. Through sunglasses |
| c. Through binoculars | <input checked="" type="radio"/> g. Through open space <i>remainder</i> |
| d. Through telescope | h. Other <u> </u> <i>About 18 groups</i> |

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

- | |
|---|
| <input checked="" type="radio"/> a. Clear sky |
| b. Hazy |
| c. Scattered clouds |
| d. Thick or heavy clouds |
| e. Don't remember |

11.3 WEATHER (Circle One)

- | |
|---|
| <input checked="" type="radio"/> a. Dry |
| b. Fog, Mist, or light rain |
| c. Moderate or heavy rain |
| d. Snow |
| e. Don't remember |

11.2 WIND (Circle One)

- | |
|---|
| <input checked="" type="radio"/> a. No wind |
| b. Slight breeze |
| c. Strong wind |
| d. Don't remember |

11.4 TEMPERATURE (Circle One)

- | |
|--|
| a. Cold |
| b. Cool |
| <input checked="" type="radio"/> c. Warm <i>64°F CAA 2130EST</i> |
| d. Hot |
| e. Don't remember |

SECTION C

12. Estimate how long you saw the object?

1 Hours 20 Minutes *(for all the groups)* Seconds

6 to 10 sec per group

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

- (a.) Certain
- b. Fairly sure
- c. Not very sure
- d. Just a guess

13. Did the object look: (Circle One) Solid or Transparent

14. Did the object at any time:

(Circle One for each question)

- | | | | | |
|------|---------------------------------|------------|-----------|-------------------|
| 14.1 | Change direction? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.2 | Change speed? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.3 | Change size? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.4 | Change color? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.5 | Break up into parts or explode? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.6 | Give off smoke? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.7 | Change brightness? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.8 | Flicker, throb, or pulsate? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.9 | Remain motionless? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |

15. Did the object give off a light? (Circle One): Yes No Don't know

15.1 IF you answered YES, what was the color of the light? Light cherry red

16. Tell in a few words the following things about the object?

16.1 Sound None that I could hear

16.2 Color glowing cherry red for each object in the group

17. IF there was MORE THAN ONE object, then how many were there? 2-3-4-6-9 in a group
 Draw a picture of how they were arranged and put an arrow to show the direction they were traveling.



18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved behind.

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

- | | |
|------------------|--|
| a. Pea | f. Automobile |
| b. Baseball | g. Small airplane |
| c. Basketball | h. Large airplane |
| d. Bicycle wheel | i. Dirigible |
| e. Office desk | j. Other <u>kernel of rice or oats</u> |

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

- | | |
|---|------------------|
| <input checked="" type="radio"/> a. Certain | c. Not very sure |
| b. Fairly certain | d. Uncertain |

20. Try to tell the following things about the object:

- 20.1 How high above the earth was it? 10,000-30,000 feet.
- 20.2 How far was it from you? 1000' feet or 5 miles miles. *depending on group*
- 20.3 How fast was it going? 1200+??? miles per hour.
- 20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

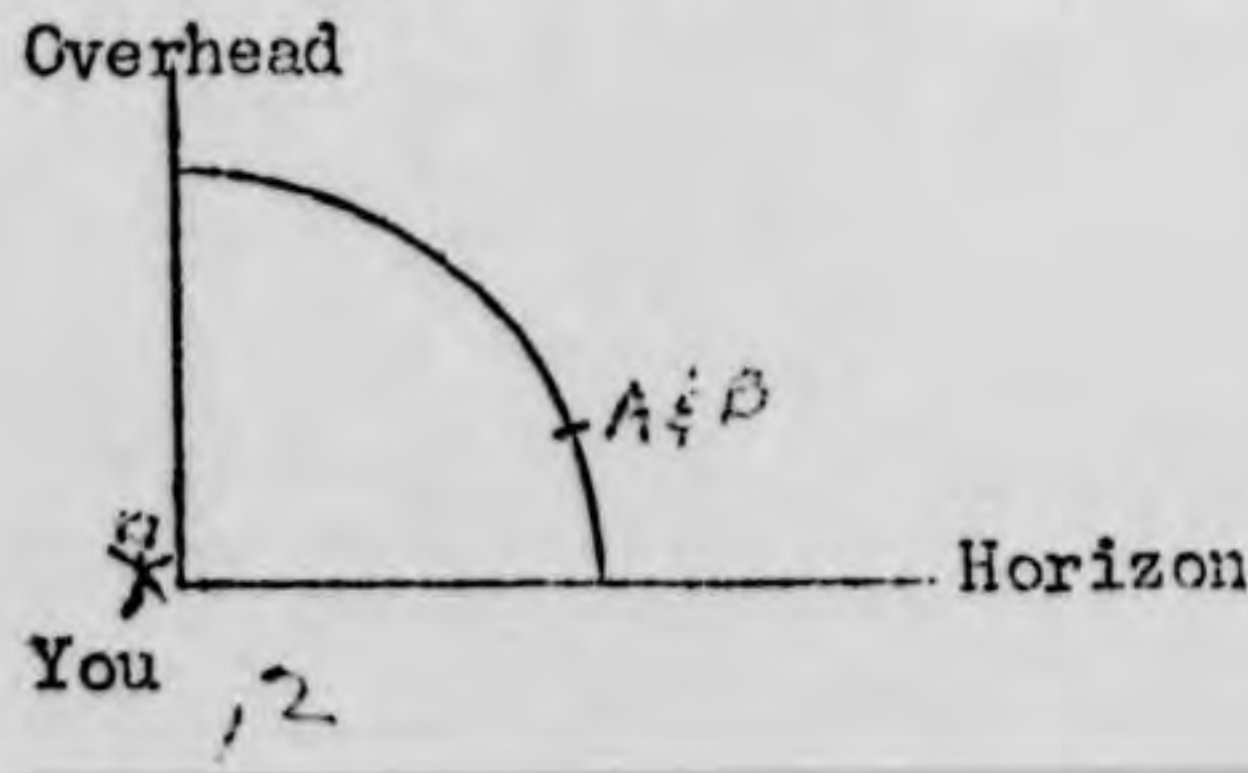
- | | |
|-------------------|--|
| a. Certain | c. Not very sure |
| b. Fairly certain | <input checked="" type="radio"/> d. Just a guess |
| | <i>Size of object unknown.</i> |

21. How did the object disappear from view?

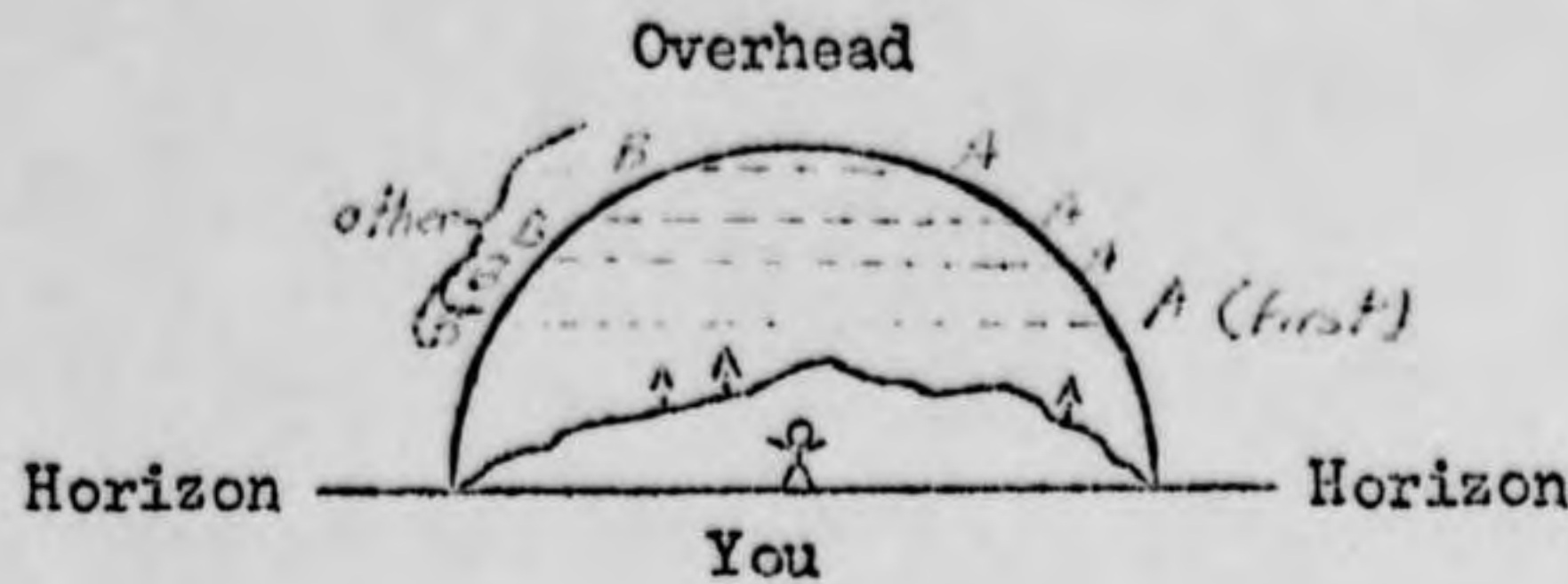
- (Circle One):
- | | |
|---|-------------------|
| a. Suddenly | c. Other _____ |
| <input checked="" type="radio"/> b. Gradually | d. Don't remember |

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.



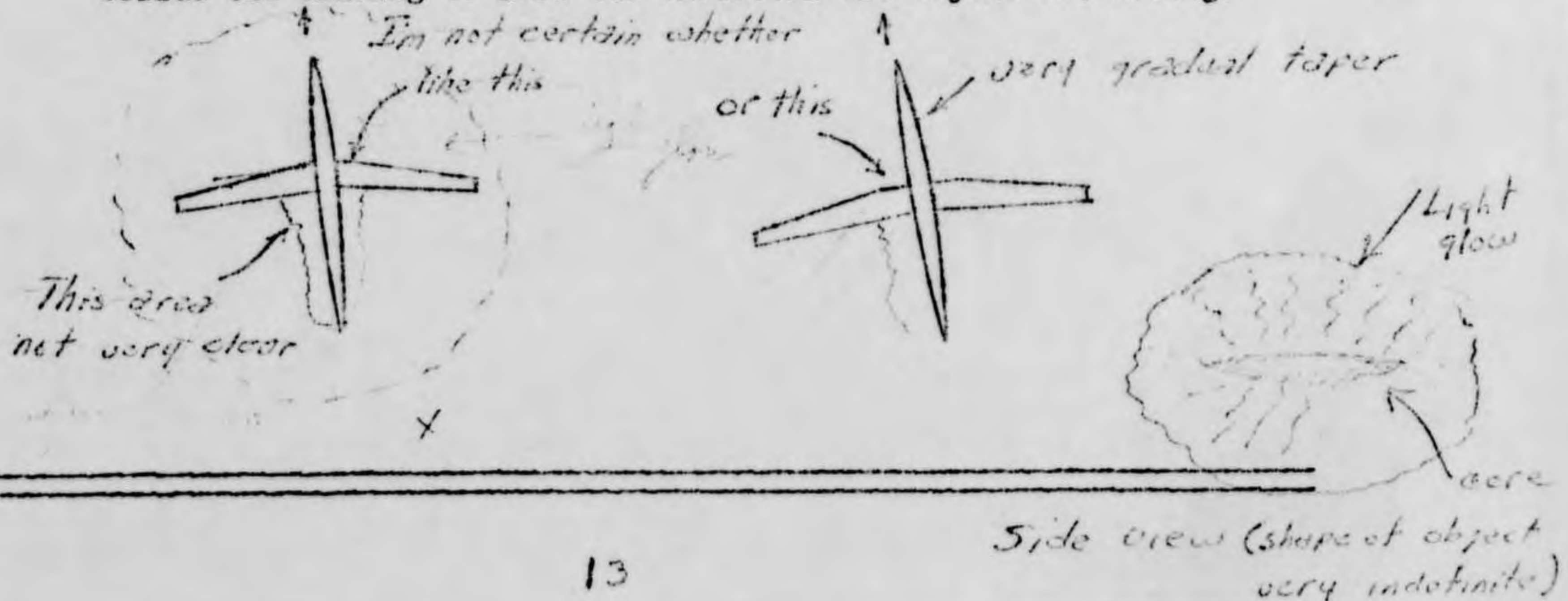
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

Flight path was straight except for groups changing direction. The change in direction was accomplished with a fairly steep rate of banks and a large radius of turns.

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

27. In your opinion what do you think the object was and what might have caused it?

I do not know or pretend to; however I am certain it was not jet planes, or other aircraft, lights projected or reflected, or illusions.

28. Give the following information about yourself:

NAME [Redacted] [Redacted] [Redacted]
Last Name First Name Middle Name

ADDRESS [Redacted] Ann Arbor [Redacted] Michigan
Street City Zone State

TELEPHONE NUMBER none

What is your present job? Student Aero - Naval Aviator U.S.N.R.

Age 29

Sex male

29. Was anyone else with you at the time you saw the object?

(Circle One): Yes or No

29.1 IF you answered YES, did they see the object too?

(Circle One): Yes or No

29.2 Please list their names and addresses:

[Redacted], Flint, Mich
other names and addresses unknown.

30. Please add here any further comments which you believe are important.
Use additional sheets of the same size paper, if necessary.

These observations were made on a clear cloudless night in an area relatively free of artificial lights. The majority of the observations were made from a position where all light was blocked out.

I observed these objects change position in formation at an amazing rate. The speed and graceful nature which these objects displayed in changing formation could not be duplicated in any airplane. I think it would be extremely hazardous to even attempt it.

The objects seem to maintain a fairly constant velocity but extremely rapid acceleration was observed between objects in a group.

My observations extended over a period of 1 hour and 20 minutes in which 20 or more groups of these objects come across the sky. These objects were also ~~observed~~ observed by an unidentified man, from a position about 10 miles south west of my location on this same night and approximately the same time.

I hope sincerely that this report ~~to you~~ will be of some value to the ATIC in solving this mystery.

Sincerely yours,

[REDACTED]

Ann Arbor, Michigan

UNCLASSIFIED (Classification)

BY AUTHORITY OF
G. 33d Air Div
Date 16 APR 1952 Initials [initials]

Country U. S. A.	Report No.	(Leave Blank)
AIR INTELLIGENCE INFORMATION REPORT		
Subject Unusual Radar Target		
Area Reported On Duncanville, Texas, area	From (Agency) 33d Air Div (D-6)	
Date of Report 7 Apr 52	Date of information 16 Apr 52	Evaluation D-6
Prepared by (Officer) S. F. Bings, Capt., USAF	Source 147th AGS Squadron	
References (Control number, directive, previous report, etc., as applicable) CAIF Flash Report No. 2 (CAIF Form 62)		
Summary: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112--Part II.)		
<p>1. The name of the reporting Intelligence Officer is 1st Lt. [redacted]</p> <p>2. The incident occurred at 0130z 5 April 1952, at Duncanville, Texas.</p> <p>3. The incident was reported as an unusual radar target.</p> <p>4. Details of the incident are as follows: Cpl. [redacted] and [redacted] of the radar maintenance section were observing the No. 3 scope in Operations. They sighted a target at 310°-315°, approximately 70 nautical miles from the station. This particular target was tracked using range delay, maximum expansion, and off centering to follow it. The target was tracked to a maximum range of 260 nautical miles. The speed was estimated to be at six (6) nautical miles per sweep and the antenna was revolving at six (6) R.P.M. This gives the target an estimated speed of 2160 MPH. No HRI reading was taken but minimum altitude at the 260 nautical mile range would have to be 41,610 feet.</p> <p>5. The men concerned did not relay the information to the control personnel on duty. It was not until 7 April 1952 that they told their section officer, Captain E. M. Shelton. The message was dispatched 1730z 7 April 1952.</p>		
<p>[redacted signature]</p> <p>Capt. USAF Director of Intelligence 33d Air Division (Defense)</p>		
<p>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52</p>		
Distribution by Originator		
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1 cpy AGC, 1 cpy AWC, 2 cys CAIF		

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UNCLASSIFIED

(Classification)

T 52 7059

PROJECT 10073 RECORD CARD

1. DATE <u>20 April 1952</u>	2. LOCATION <u>Ant, Michigan</u>		10. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local <u>21:15-22:40 EST</u> GMT <u>2/0711</u>	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE <u>Civilian</u>		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION <u>1 Hr - 20 Min.</u>	8. NUMBER OF OBJECTS <u>Varied in groups</u>	9. COURSE <u>Varied</u>	<input checked="" type="checkbox"/> Other <u>Poss. Bird</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Watching drive-in movie, observed 6 groups of UFO's. Groups flew in formation on straight flt path, except for two gps which changed directions. Objects appeared to be cherry red. <div style="border: 1px solid black; border-radius: 50%; padding: 10px; width: fit-content; margin: 10px auto;"> Serial No. 4508.00 15 </div>		11. COMMENTS Fr description of the objects and their characteristics, it is believed that the UFO's were possible bird flights known to frequently fly over that region on their way to the Great Lakes.	

Flint 7, Michigan
June 23, 1952

Dear Sirs:

ATTN-52

The following is an account of unidentified high speed objects observed on the night of April 20, 1952, between the hours 2115 to 2235 from a position one mile north of the city limits of Flint Michigan. I observed at least twenty flights of these objects over the above mentioned period. Most of the flights consisted of two, three, or four objects in a group, and to the best of my judgement the objects were in sight from about 16 to 18 seconds, and I estimate they covered a mile in 3 seconds or less.

The official C.A.A. weather at Flint Bishop airport at 2130 was; visibility 12 miles, unlimited ceiling, temperature 64° (I neglected to get the dew pt.) The stars were clearly visible and it was not until about 2300 that a high thin scattered cloud formation started moving from west to east obscuring some stars.

On this particular night my wife and I were at a drive-in theater, parked on a heading of approximately 070°. The first indication of these objects was a red glow moving across the windshield from south to north, at an elevation of approximately 20°. Its high rate of speed and the difference in the color of this light compared to the port wing light of an aircraft attracted my attention

Within a period not exceeding five minutes I again observed this glow, this time in order to obtain a better view I proceeded to get out of the car. Upon opening the door, the interior car light came on, blinding me momentarily, and I was unable to pick up the objects again. I continued standing beside the car and in a short while a flight of two came over, this time at an elevation of 35° to 40° . I called my wife's attention to these objects and she observed them also. The next flight shortly after consisted of six, flying almost directly overhead in a double V formation, one directly behind the other.

The color of these objects reminded me a great deal of the grid lines in a B-3 navy drift meter, or the mill rings of an illuminated gun sight if the retical was adjusted to the proper intensity. I would describe the color as light red to light cherry red, and extending over the entire object. This glow was continuous, fading only slightly as the object raced away.

At one particular time I observed two groups. One group was just fading from sight when I saw another group on what appeared to be an intercept course; about 20° different than that of the first group.

Another group I observed consisted of six objects also, but this time the forward group was flying down while the rear group was flying in a right echelon. When this latter group was almost overhead this formation changed to a V also. The reason I mentioned this group is because of the rapid execution of

III

this maneuver, as though the object were under mechanical control, and certainly under very positive control. The maneuver was smoothly and perfectly executed. The craft neither over-tan the lead man or dropped behind.

The reason I mentioned the mechanical or automatic control is because of the behavior of another of these groups consisting of four objects. This was more of a side view and I was unable to determine just what type of formation was employed, however they appeared to be in a line. The last three objects were spaced at equal intervals. The interval between the lead object and the second in line was about three times the interval between any of the others. Then, in almost an instant this interval was shortened and all objects were then evenly spaced. I could not tell whether the lead craft slowed down or the others accelerated but the performance indicated very positive control and tremendous flexibility in speed control.

Most of these objects appeared to be on courses ranging from 300° to 020° . The greatest change in direction was observed when three objects flying in a V formation passed to the east of me at an elevation of about 70° and on a northerly heading. These objects appeared to be in a shallow bank and as they passed over they increased their degree of bank to about 60° , however their turning radius was very large and I do not believe they changed course by much as 090° before they disappeared from view. I observed no noticeable change in altitude, but I did notice in one group of nine that they appeared to be a small

IV

amount of vertical bobbing action between a few of the objects at the tail end of the formation. I did not see any fire trailing from any of these objects, or hear any noise. I would like to add, that at no time did I see interior lights or any other color but the red glow.

These objects did not leave vapor trails because none of the sky or stars became obscured, and because of the distinct shape of these objects it is my opinion that they were below the level where vapor trail conditions existed. I further believe these objects were above 10,000 feet. When these objects passed close overhead their shape was very distinct, with one exception, I could not determine the shape of the tail surfaces, unless I just failed to notice them. The trailing edge of the wing close to fuselage did not appear too distinct either. The fuselage tapered gradually to a very sharp point both fore and aft. The shape reminded me a great deal of a long slim kernel of oats or rye. What appeared to be the wing surfaces, set about amidships. The wing size struck me as being rather unusual for such high speed craft. They appeared to be high aspect ratio wings of considerable span. I judge the span to be equal to the length of the fuselage or slightly shorter. The leading edge of the wing appeared to sweep back, and the trailing edge swept back slightly. The general shape of the wing conformed slightly to that of a B-36, also its location on the fuselage was quite similar, however the wings were of a higher aspect ratio. I know of no aircraft with

V

an outline conforming to the shape of these objects. It is almost impossible to distinguish any shape to these objects when they are far enough away for a good side view because of the brilliant glow, and when viewed from this angle they do look a great deal like fuzzy balls of fire.

I've been a licensed pilot for 11 years, with multi and single engine, land and seaplane ratings, also a commercial flight instructors rating. I hold a commission of Lieutenant in the U.S.N.R. and am a qualified Naval aviator and navigator. At the present time I am with VP-732, an organized reserve squadron based at N.A.S. Grosse Ile, Michigan. I would like to add also, that my aircraft recognition marks in flight training were above average. My interest in aviation dates back to about 1934 and at the present time I am enrolled in an aeronautical Engineering course at the University of Michigan.

These objects were seen by four people besides myself at this drive in theater. There was another reported sighting on the west side of Flint, about ten miles south west of my position. I tried, without success, to learn this man's identity. He reported seeing a brilliant & formation flash across the sky about 2300, and saw the same phenomena pass three times within the next 45 minutes. He stated he could hear no sound.

These sightings occurred on the same day that a mysterious object was sighted from widely separated points in western Ontario and pursued by Canadian jets.

VI

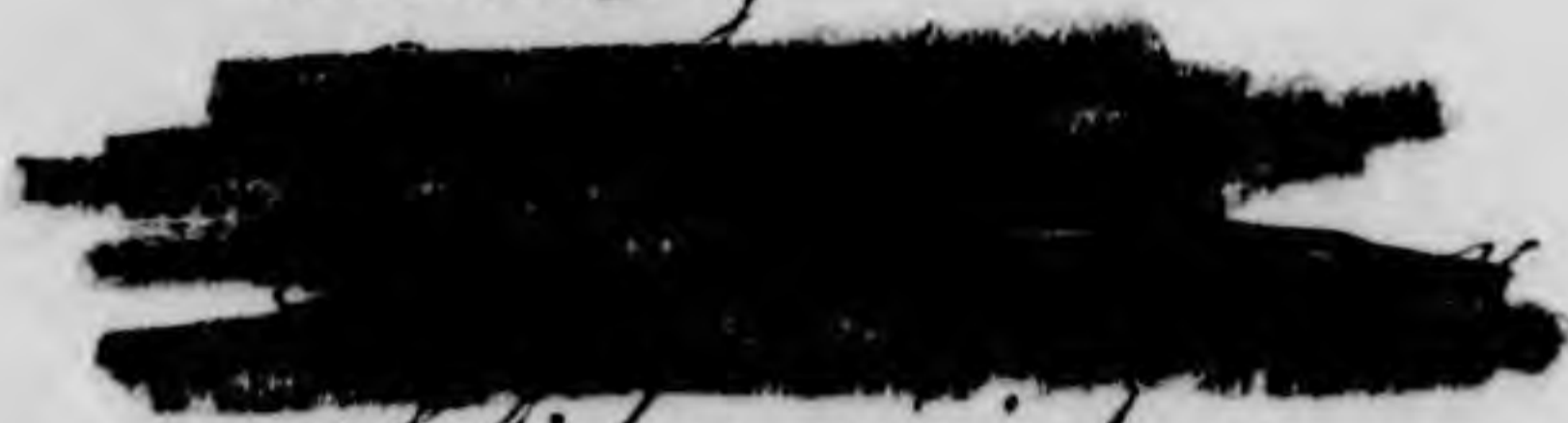
with no success. The news paper failed to mention the time of day, or the direction of flight of this object. On that particular day at about 1130 I observed a vapor trail stretching from horizon to horizon, east to west. I did not see the craft making the trail but the trail appeared to be fairly new. I have never seen a vapor trail that long or that straight before and I am rather curious if this corresponds to the time of day and direction of flight of the London, Ontario sighting.

I do not consider these objects to be experimental aircraft, guided missiles, jet aircraft, any form of light projection, reflection, or illusions. My contention is that the red glow is due to heat generated by skin friction and the high rate of speed. I would greatly appreciate any criticism, theories, or information on these flying objects that this office may wish to give.

I hope these few highlights of my observations will prove to be of some help to this office in solving these mysteries. Any further information will be gladly given upon request.

This report is delayed because I was unaware the air force is still working on this problem, and because of studies and work I've been pressed for time.

Sincerely



Feb 7, Michigan