

PROJECT 10073 RECORD CARD

1. DATE 21 Oct 1951		2. LOCATION Battle Creek, Michigan		12. CONCLUSIONS ☒ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 21/1625Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Civilian Pilot			
7. LENGTH OF OBSERVATION 3 - 5 Seconds		8. NUMBER OF OBJECTS 1		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Color was highly polished silver. Shape was oval under side, dome center on top. Altitude was 3000 ft. No vapor trail, and no sound. Object approached head on but before pilot could take any action to prevent collision, pilot realized that the object would pass below him an estimated 1,000 ft. Extremely high rate of speed.				11. COMMENTS Pilot stated that as the object passed beneath him, he immediately orbited once ppp/pp on course, but unable to see the object again, continued on course. Evaluated as balloon. Pilot assumed object approaching. Initial observation 1,000 ft below a/c. Assumed collision indicating object was rising. After pilot passed object could not locate probably because object was now well above him. Description of sighting in accord with balloon observation.	

ITEM 6 AMC /RESTRICTED/
FR LT E J RUPPELT ATIAA-2C
TO COL WILLIS AFOIN-V/TC

REQUEST INFORMATION ON WHEN REPORT ON
GRUDGE SIGHTING AT BATTLE CREEK, MICHIGAN,
WAS MAILED TO ATIC. REFERENCE TT-266, 23 OCT 51,
ITEM NR 8.
FOR YOUR INFORMATION LT E J RUPPELT IS NOW
PROJECT GRUDGE MONITOR.

END ITEM 6 AMC /RESTRICTED/

TT-271

30 Oct 51

AMC ITEM 6

ATIAA-2C/RUP PELT

INFORMATION

CSAF ITEM 8 (CONFIDENTIAL)

UNCLASSIFIED

TT-266

23 Oct 51

CSAF ITEM 8

AT/AA

TO ATIAA-2A METSCHER FROM AFOIN-V/TC WILLIS
FOLLOWING MESSAGE FROM D/I EADF QUOTED FOR YOUR
INFORMATION:

1. "CIRVIS"

2. HEADING APPROXIMATELY 75 DEGREES- 20
MILES EAST AND 4 MILES NORTH OF BATTLE
CREEK, MICH.

3. A. OBSERVING AIRCRAFT.

(1) ALTITUDE -APPROXIMATELY 4,000FEET.

(2) POSITION IN RELATION TO OBJECT-FROM
HEAD ON POSITION TO ABOUT 1,000FEET BELOW
PLANE.

(3) TIME SPENT IN VICINITYASAW OBJECT
FEW SECONDS, MADE ONE ORBIT AND CONTINUED ON
COURSE.

(4) VERIFICATION BY OTHER CREW MEMBERS-
NONE.

B. WEATHER CONDITION.

(1) VISIBILITY- UNLIMITED HOWEVER OBSERVER
REPORTS HEAVY HAZE BELOW HIM.

(2) SKY CONDITION- UNLIMITED.

(3) VELOCITY AND DIRECTION OF WINDA SSSW
14 KNOTS.

C. 21/1625Z. (1025 EST)

D. SIGNATURE.

(1) PILOTS NAME- ~~NS~~

(2) AIRCRAFT IDENTIFICATION- UNK.

E. AMPLIFYING REPORT WILL FOLLOW BY MAIL.

END CSAF ITEM 8 (CONFIDENTIAL)

CONFIDENTIAL

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

UNCLASSIFIED

~~SECRET~~
~~CLASSIFIED~~
(CLASSIFICATION)

Classified: SECRET
by Auth CO, 30AD

Ref 26 Oct 51

COUNTRY U.S.A.	REPORT NO. IR-5-51B	(LEAVE BLANK) <i>12</i>
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Information On Unconventional Aircraft		
AREA REPORTED ON Battle Creek, Michigan, USA	FROM (Agency) 30th Air Division (Defense) Selfridge AFB, Michigan	
DATE OF REPORT 24 October 1951	DATE OF INFORMATION 21 October 1951	EVALUATION B-3
PREPARED BY (Officer) 1st Lt. Robert K. Hall, igence	SOURCE Director of Intell- Mr. [redacted] Civilian	
REFERENCES (Control number, directive, previous report, etc., as applicable) ADCL 200-1, 11 April 1951. Reports Control Symbol- Not required as provided in sec 9b (1), AFR 174-1.		
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.)		

Mr. [redacted] a civilian pilot of fourteen (14) years flying experience, encountered a disk-like, highly polished flying object which closed head on with his Navion aircraft at an extremely high rate of speed, in the vicinity of Battle Creek, Michigan. Altitude of the object was estimated to be 3,000 feet and 1,000 feet below observer's aircraft.

Visibility conditions were unlimited above 4,000 feet and a haze restricted visibility to an estimated eight (8) miles below 4,000 feet.

Check of available sources both civil and military indicate no known aircraft in the vicinity of the sighting at that time.

Mr. [redacted], Austin Lake, Michigan, Airport Manager, has known observer for three years and considers him a very stable individual. Investigating officer concurs in this estimate of observer.

Robert K. Hall
ROBERT K. HALL
1st Lt., USAF
30th Air Division Director
of Intelligence

0 INCL.

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DISTRIBUTION BY ORIGINATOR

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- 1 cy -CG, WADF, Stewart AFB, Attn: Director of Intelligence

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.

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515-160545

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 30th Air Division (Defense) Selfridge Air Force Base, Mich.	REPORT NO. IR-5-51E	PAGE 2 OF 3 PAGES
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out of sight beneath him, Mr. [REDACTED] immediately orbited once on course, but was unable to see the object again. A passenger, Mr. [REDACTED], was studying a map at the time of the sighting and observed nothing of the object. Mr. [REDACTED] then unsuccessfully attempted contact with Battle Creek radio after which he proceeded to Austin Lake Airport where he landed at approximately 21/1700Z October 1951 and made report of the sighting to the State Police at Paw Paw, Michigan, who after discussing his experience with Mr. [REDACTED], Airport Manager, reported the incident to CAA. CAA reported the incident to the 30th Air Division ADCC at 1750Z.

Factors:

1. Check with Mr. [REDACTED], Airport Manager at Austin Lake indicated he has known Mr. [REDACTED] for three years and considers him a "very stable individual", but stated that Mr. [REDACTED] seemed quite upset as a result of his experience.

2. The interviewing officer's impression of Mr. [REDACTED] concurs with that of Mr. [REDACTED], although Mr. [REDACTED] was visibly upset during the interview conducted at the Detroit City Airport approximately four (4) hours after the occurrence. He stated that in the past, he has often laughed at reports of strange flying objects, but is "through laughing since this experience". Mr. [REDACTED] was reluctant to tell his story "for fear people will think I have lost my marbles", however, he did tell his story in an oriented manner with frequent qualifications as to the accuracy of his facts. He was particularly impressed with the extremely high polish of the silver colored object and stated that in his estimation, no aluminum surface could ever be polished to such a high brilliance. He was also definite in believing that there was a "break" or indentation in the upper surface, so positioned, as to form a dome shaped crown. When questioned further on this point, he felt certain that the indentation was truly a matter of the form of the object as opposed to a line of paint or illusionary sun reflection which might give the appearance of an indentation.

3. Mr. [REDACTED] first soloed in 1937 and has been flying actively ever since. He flies small aircraft two or three times a week and had approximately 100 hours in the air in the past year. On numerous occasions, he has encountered jet aircraft in the air and has closed with them head on. He has observed weather balloons from the ground and from the air.

4. The only aircraft noted in the vicinity in question by Mr. [REDACTED] were: "a large" commercial aircraft on an approximate heading of 300 degrees at an estimated 6,000 feet, [REDACTED] ten (10) minutes previous to the incident reported, and one C-47 observed after landing at Austin Lake. Mr. Manteris and Mr. Woodham watched the C-47 with no markings discernable whatsoever pass over the field at less than 2,000 feet. No connection has been established between the two above described aircraft and the incident.

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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-5-512	PAGE 3 OF 3 PAGES
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5. Check of all 30th Division fighter squadrons indicate no known activity by Air Force aircraft in the vicinity of Battle Creek. At approximately 21/1800 Z, October 1951, a flight of two F-51 aircraft from Selfridge AFB, flying patrol north of Selfridge AFB, were instructed to be on the alert for an unusual flying object but reported negative results. Check with CAA revealed no known civil aircraft activity applicable to the sighting. Check of Military Flight Service records indicates one possibility of questionable consideration. This aircraft, a B-47, registration number AF-0015, had a VFR flight plan from Wichita to Camp Atterbury, Indiana and return at 40,000 feet at approximately the time period in question. AF-0015 flight plan indicated take off at 21/1330 Z, TAS of 425mph, and estimated three (3) hours, fifteen (15) minutes en-route. Drastic deviation from flight plan would be possible but improbable.

6. 30th Division radar stations with radar coverage of the area, observed no target that can be correlated with reported object.

7. Request by Sergeant Grant, Lansing detachment of State Police, for press release concerning the incident, as relayed through Captain Bjorkback of 661st AC&W Squadron, was denied by the Director of Intelligence, 30th Air Division.

8. Complete verbal report of all above information was relayed via land line to Director of Intelligence, WADF at 22/0030Z, October 1951.

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5-15-160545

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

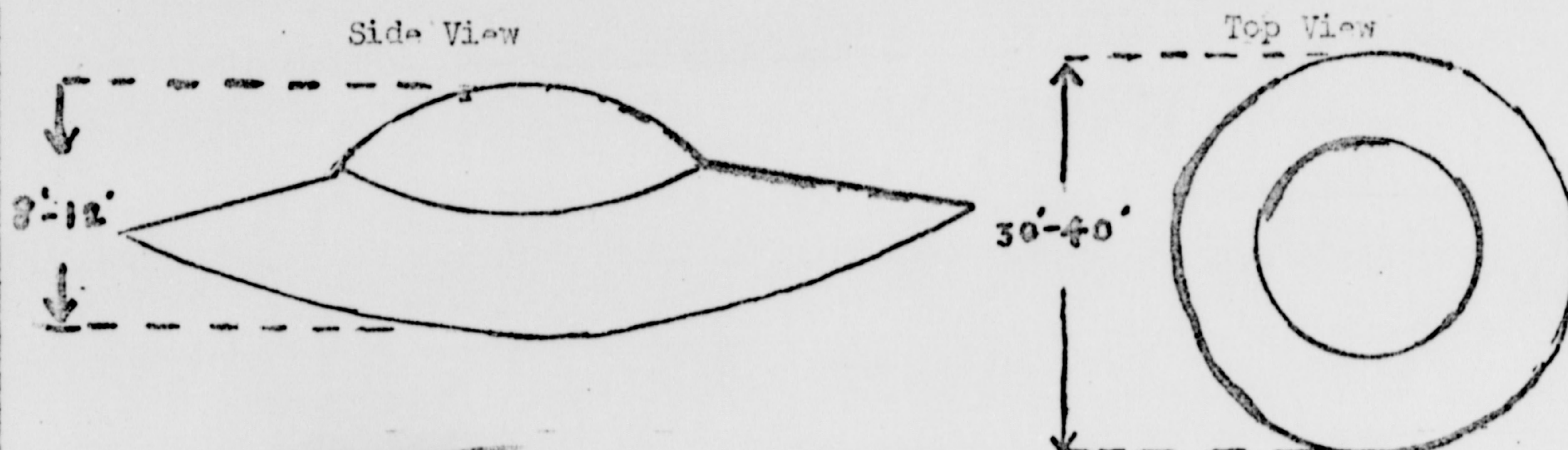
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 30th Air Division (Defense)	REPORT NO.	PAGE	OF	PAGES
Selfridge AFB, Michigan	IR-5-51E	1	3	

At approximately 21/1750Z October 1951, Lt. [REDACTED] Director of Intelligence, 30th Air Division, was notified by Captain Kinder, Senior Controller at 30th Air Division, ADCC, that an unusual flying object had been reported as having been observed by a Mr. [REDACTED] Street, phone LA 7-4649, Detroit, Michigan, while flying near Battle Creek, Michigan. Subsequent investigation revealed the following information:

Mr. [REDACTED], proprietor of the restaurant at Detroit City Airport was piloting a Navion aircraft, number N-91424, on a heading of approximately 265 degrees, approximately seventeen miles due east of Battle Creek, Michigan (40° 19' N, 84° 55' W) at 4,000 feet indicated altitude, and 135 mph indicated air speed. At 21/1625 Z October 1951 Mr. Manteris observed an object straight ahead of him apparently flying directly at him at "tremendous" speed ("much faster than a jet"). The object first attracted his attention because of the sun's reflection on an extremely highly polished surface. The sun at that time was coming from behind the observer. Weather in the vicinity was unlimited overhead but a haze below 4,000 feet restricted visibility to eight (8) miles. (weather sequence, 21/1625Z October 1951, BTL 250-012, 166/61/56↑↑ 14 999) Mr. [REDACTED] first thought as the object approached, was that a collision was inevitable, but before he could take any action to avoid the object, he realized that the object would pass below him, as it did at an estimated distance of 1,000 feet. While the object was far enough in front of him to get a nearly head on view, it appeared to have a dome shaped center on top with sloping sides, and an oval shaped underside. As it passed out of sight under the Navion's nose, it appeared to be perfectly round when seen from above. Mr. [REDACTED] sketched the object as it appeared from slightly above head on, and also as it appeared from nearly plan view below him. Tracings of Mr. [REDACTED] sketches, with his dimensional estimates follow:



Mr. [REDACTED] noted no exhaust, vapor trails or sound during the sighting which lasted possibly three (3) to five (5) seconds. The object was unpainted metal of some sort. Mr. Manteris believes, and no holes, vents, or means of propulsion were observed. As the object passed

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16-56570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1950-O-918332

EXTRACT FROM STATUS REPORT # 1

DATE: 21 Oct 51

TIME (Local): 1250

LOCATION: Battle Creek, Michigan

LENGTH OF TIME OBSERVED: Several Seconds

SOUND: None

SPEED: High

ALTITUDE: 3000'

HEADING: 85°

SOURCE: Civilian pilot, 14 yrs experience

ACTION OR COMMENTS: Pending

DESCRIPTION OF INCIDENT: Disk-shaped object 30' - 40' in diameter. Pilot in Navion met object head on. Object was disk-shaped with a highly polished surface.

EXTRACT FROM STATUS REPORT # 2

DATE: 21 Oct 51

TIME (Local): 1250

LOCATION: Battle Creek, Mich.

LENGTH OF TIME OBSERVED: Several Seconds .

SOUND: None

SPEED: High

ALTITUDE: 3,000'

HEADING: 85°

SOURCE: Civilian pilot 14 yrs experience

ACTION OR COMMENTS: No conclusions.

DESCRIPTION OF INCIDENT: Disk-shaped object 30 ft.- 40 ft. in diameter. Pilot in
navigation met object head-on. Object was disk-shaped, with
a highly polished surface.