

1. DATE - TIME GROUP 28 September 53 28/2000Z	2. LOCATION Harrisville, Michigan
3. SOURCE Civilians	10. CONCLUSION AIRCRAFT Five F-86 type a/c were airborne in the vicinity at the time of the sighting. This was in probability caused by the sun reflecting off one of the above mentioned aircraft.
4. NUMBER OF OBJECTS One	11. BRIEF SUMMARY AND ANALYSIS Disk like highly reflective silver colored object appeared in the east approx., 70 deg above the horizon. Object appeared to be at a far distance.
5. LENGTH OF OBSERVATION 2 - 5 Seconds	
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Not Reported	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ 28 Sep ☒ None	Harrisville, Mich. aircraft a-7

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

RE013

WPA012

YMB012

YYC001

JEDFJ A207PT

PP JEDEN JEDWP JEPHQ 333

DE JEDFJ 17B

P 292145Z ZNJ

FM COMDR 527TH AIR DEF GP WURTSMITH AFB OSCODA MICH

TO JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASH 25 DC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

INFO JEDEN/CG ADC AFB COLO SPGS COLO

26 554 PD ATTN ATIAA-2C PD SUBJ CLN FLYBRPT PD SINGLE DESC DASH LIKE

PBJCT SIGHTED CMA HIGHLY REFLECTIVE SILVER COLOR APPROX 50 FT DIA CMA

NO TRAIL OF EXHAUST OR NOISE CMA DISSAPPEARING IN DISTANCE PD SIGHTED

AT 1500 EST ON 28 SEP 53 AND OBSERVED FROM 2 TO 5 SECONDS PD VISUAL

SIGHTING BY CIVILIAN PERSONNEL ON GROUND WITH NO VISUAL AIDS PD OBSERVER

AT 44 DEGREES 38 MINUTES LAT CMA 83 DEGREES 20 MINUTES LONGITUDE AT

SIGHTING 2 MILE WEST OF HARRISVILLE MICH PD OBJECT APPEARED TO

DIRECTLY EAST CMA 30 DEGREES ABOVE THE HORIZON PD UNKNOWN DISTANCE

CMA ESTIMATED AT FIVE MILES PD WITNESS APPARENTLY SINCERE PD WX CONITICN

EXCELLENT CMA MODERATE WINDS ALOFT PD NO PHYSICAL EVIDENCE PD NO RADAR

CONTACT PD 5 F-36 TYPE AIRCRAFT AIRBORN IN VICINITY AT THE TIME PD END

29/2250Z SEP JEDFJ

Mulla

1953 SEP 30

*28/1500 EST
HARRISVILLE
MICH
JES*

09:16

Action

*ATTN
3. Attn
P. File*

4

COUNTRY UNITED STATES		REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYCRPT			
AREA REPORTED ON Traverse City ADIZ, Michigan		FROM (Agency) Wurtsmith Air Force Base	
DATE OF REPORT 29 September 1953	DATE OF INFORMATION 28 September 1953	EVALUATION	
PREPARED BY (Officer) 1st Lt., George E. SHAW		SOURCE [REDACTED], Civilian	
REFERENCES (Control number, direction, previous report, etc., as applicable) None			

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.)

Object was sighted at 1500 hours on 28 September 1953 at GRID Coordinates GJGQ4438 (Harrisville, Michigan) Heading reported 180 degrees turning to 135 degrees then to 090 degrees then disappearing. Object was disc shaped and appeared approximately 30 degrees above the horizon. Witness judges diameter of object to be 50 feet, speed to be approximately 2½ miles per second.

Local Radar Station reported no contact.

Local flying in immediate area of one flight of F-86's firing gunnery and one flight of F-86's flying transition. Last aircraft landed at 1521 hours.

Significance - Unknown.

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

2 INCL 3

Incl #1 - World Air Chart (264) Showing Flight Path.
Incl #2 - AF Form 112 Part 2

UNCLASSIFIED

DISTRIBUTION BY ORIGINATOR

Director of Intelligence, Headquarters USAF, Washington 25, D.C.
Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

FROM (Agency) 63rd Ftr Intep Sq Intell. Off. Wurtsmith Air Force Base, Mich.	REPORT NO.	PAGE 1 OF 2 PAGES
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Verbatim record of interview with Mr. [REDACTED],
Bay City, Michigan on 29 September 1953.

"I am a lumber operator see. Have my own mill and we build homes in Bay City. We have six boys up here in Alcona County. A friend of mine over in 2 1/2 miles West of Harrisville and 2 1/2 miles South. We don't operate until the farmers get through working so I go over there and help him with his bean crop. We were hauling in beans yesterday afternoon - I went over about 11 o'clock and helped him turn over some beans. Of course this hasn't got anything to do with it in a way and in a way it has too. So on the second load coming up he pulled south, I don't know if this is south here or not - and he made a big circle in the barnyard and the barn is east and west. Pulls past a big silo - it is quite a big farm and stops right in front of the barn to put the beans in there. Well he was up driving, you know when you get on a load of hay when you are not used to shoveling beans and hay you naturally lay down and rest. I was leaning, about 30 degrees, on the beans you know. I looked up and right in the sky there was a bright object and I says to this fellow, the farmers name is [REDACTED] there is one of those discs up there and he looked up real quick and says I don't see it. He says I don't see it [REDACTED]. But he-and I didn't see it either just then. He looked over that way and I was still looking over there. He says there it is but from the time he said I don't see it [REDACTED] it was about two seconds. I figured that thing was about five miles away or maybe more in two seconds. See I figured - got the speed and directional. When it come down this way I couldn't see it but I seen it when it banked like that because that throwed the disc right towards the sun. It was directly west, the sun see, a big circle. It just gets big real quick, see straightened out and when he seen it, it banked again and we seen it again, and it must have went that way so they made a north south southerly course and went east."

Question - You were facing to the East?

Answer - Yes.

Question - And when you saw the object it was directly in front of you, is that right?

Answer - It was way up probably above Harrisville - that is about 1 mile away. It was right West of Harrisville, about one mile. No that's wrong, I was at his place see, so it must have been two miles.

Question - You estimate it was right over Harrisville when you saw it?

Answer - Yes hard for me to say but it was to the East of me.

Question - How far up [REDACTED] the horizon was it when you first saw it?

Answer - You would know more about the height than I would. The jets come through there sometimes they are pretty high and sometimes you can't see them and sometimes you can but it was lower than the jets fly.

Question - In other words it was down pretty low on the horizon?

Answer - That is right.

Question - Did you notice anything about the disc itself care to venture the size of it?

Answer - I would say it was about 50 feet in diameter. I couldn't see what the sides looked like I would like to have seen that but it was so bright all you could see was like looking into a big round mirror. It disappeared so quick I couldn't see the sides.

Question - There was just one of them, is that right?

Answer - Yes.

Question - Did it have any color or would you say it was just silver or?

Answer - All I could see it just looked like bright aluminum paint on the bottom.

Question - Did it leave any trail or exhaust?

Answer - None at all.

Question - How about sound, did you notice any sound?

Answer - No, no sound.

Question - The only maneuvers you saw it do was two different banks when it turned, is that right?

Answer - Right. I thought about it quite a bit last night, you know when you first

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

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

63rd Ftr Intep Sq Intell. Off.
Wurtsmith Air Force Base, Mich.

REPORT NO.

PAGE

2

OF

2

PAGES

see a thing like that you don't have time to think about it but when that thing is running level you can't see it only when it is in the sun, just like a moon.

Question - Well then it gave two definite turns, one heading to the south, is that right?

Answer - Yes, when it banked it went southeast.

Question - Originally when you saw it, it was heading south?

Answer - No I couldn't tell - but it must have been coming from the north for when it banked it banked southeasterly direction and banked again and we seen the bottom and went directly east. Like it was a left angle turn.

Question - Tow definite banks and each of these banks you sighted the object?

Answer - Over the furthest one - I couldn't judge the distance very well as it went on an angle but I would judge it was five miles or more. The time it took to get that far I jumped up to the back of the wagon and I seen that for about one second and it disappeared and he says "I don't see it Erny" and said "there it is" that was two seconds, that is how I arrived at the speed, of course I may be off a little bit too about the speed itself. I judge according to my watch how long it takes to say that and that would be ninety - 150 miles per minute and 60 minutes 9000 miles. This is a little bit off the subject - but if they can bank and turn like that wonder how fast they can go on the straight away.

Question - You didn't notice anything else about the appearance of the object except it was round and was built of a shiny material evidently?

Answer - I couldn't even see whether that bottom was flat or whether it came down like a funnel. It was so bright that it hurt my eyes - just like looking into the sun.

Question - Just exactly what time was this?

Answer - 3 PM. QThis was in the afternoon and the sun was over your shoulder?

Answer - Right back of me because the last load we brought in the sun seemed to go right down over the next barn in the west - says we got it on and the sun is going down - afraid it would rain you know.

Question - You say that you were two miles West of Harrisville and two miles South?

Answer - Yes. Almost directly West of Springport cemetery. I call it ~~the~~ road - so many ~~live~~ live on that road - the road doesn't go through that it where it comes out.

Question - You say there was one other man with ~~you~~ that noticed this thing, what is his name?

Answer - ~~Erny~~.

Question - Did you notice any cloud formations at the time - was the sky fairly clear?

Answer - The sky was nice and clear. I think it was even clearer than it is today.

Question - Did you notice that particular time there was any other military/aircraft you had previously noticed in the area?

Answer - No I thought it might be that target the boys throw - but there wasn't a thing like that. It is hard to see the target but you can see the plane that is towing it, but I understand they weren't up that day.

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.1A

UNCLASSIFIED

(264) GEORGIAN BAY

GK

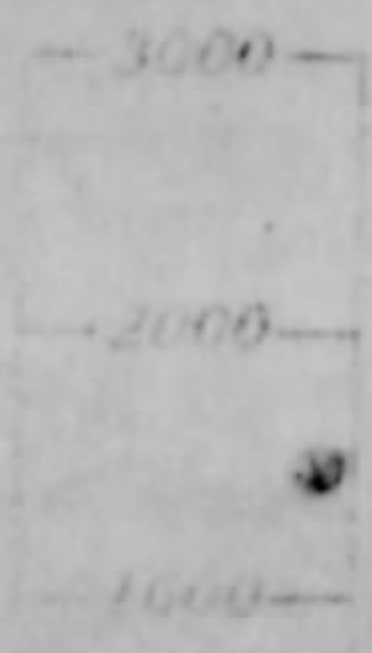
(Joins 220) 85° 6° W

7° W 84° G

D 46°
(Joins 265)

C 47°

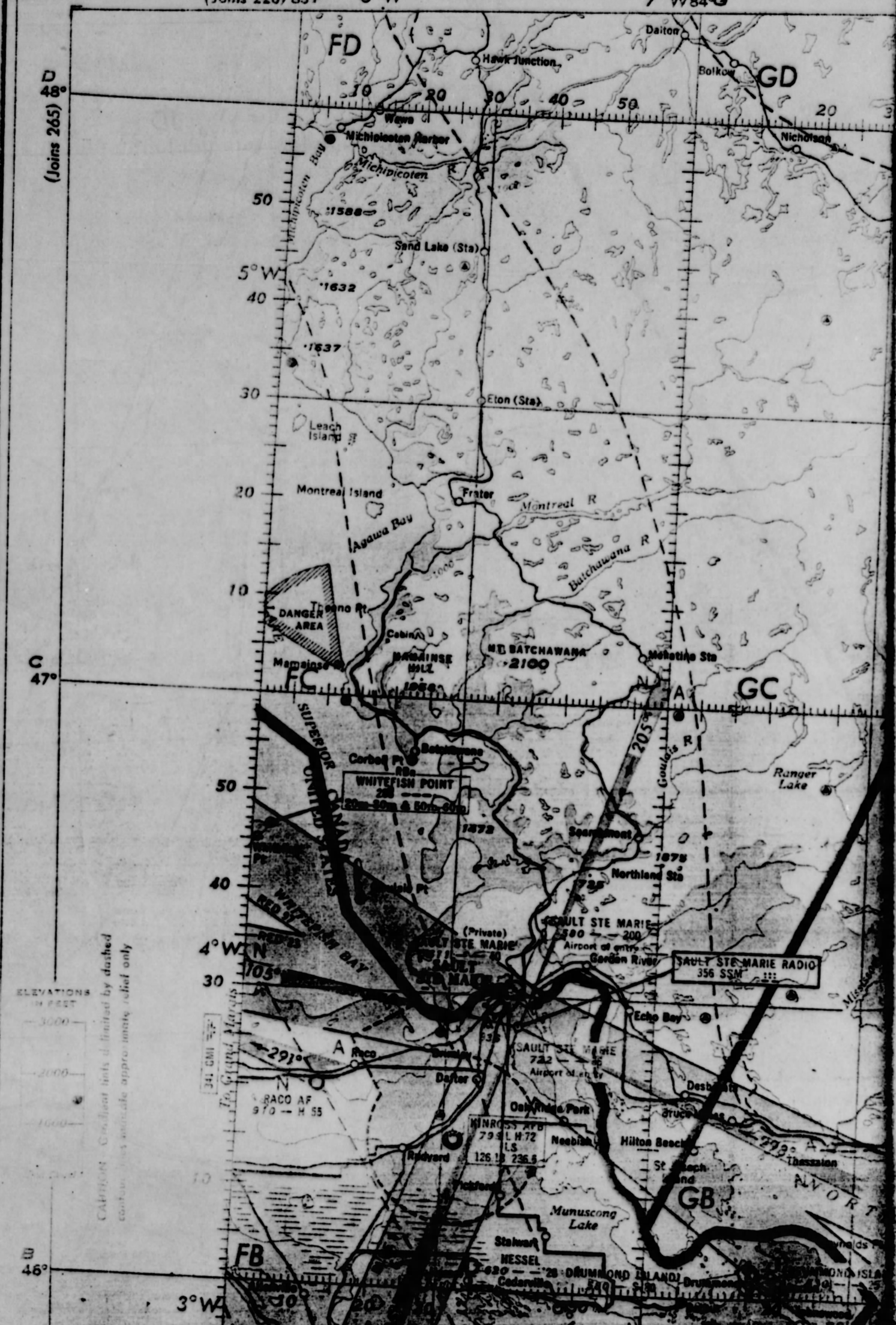
ELEVATIONS
IN FEET



CARTON: Gradient lines limited by dashed contour lines indicate approximate relief only

W 46°

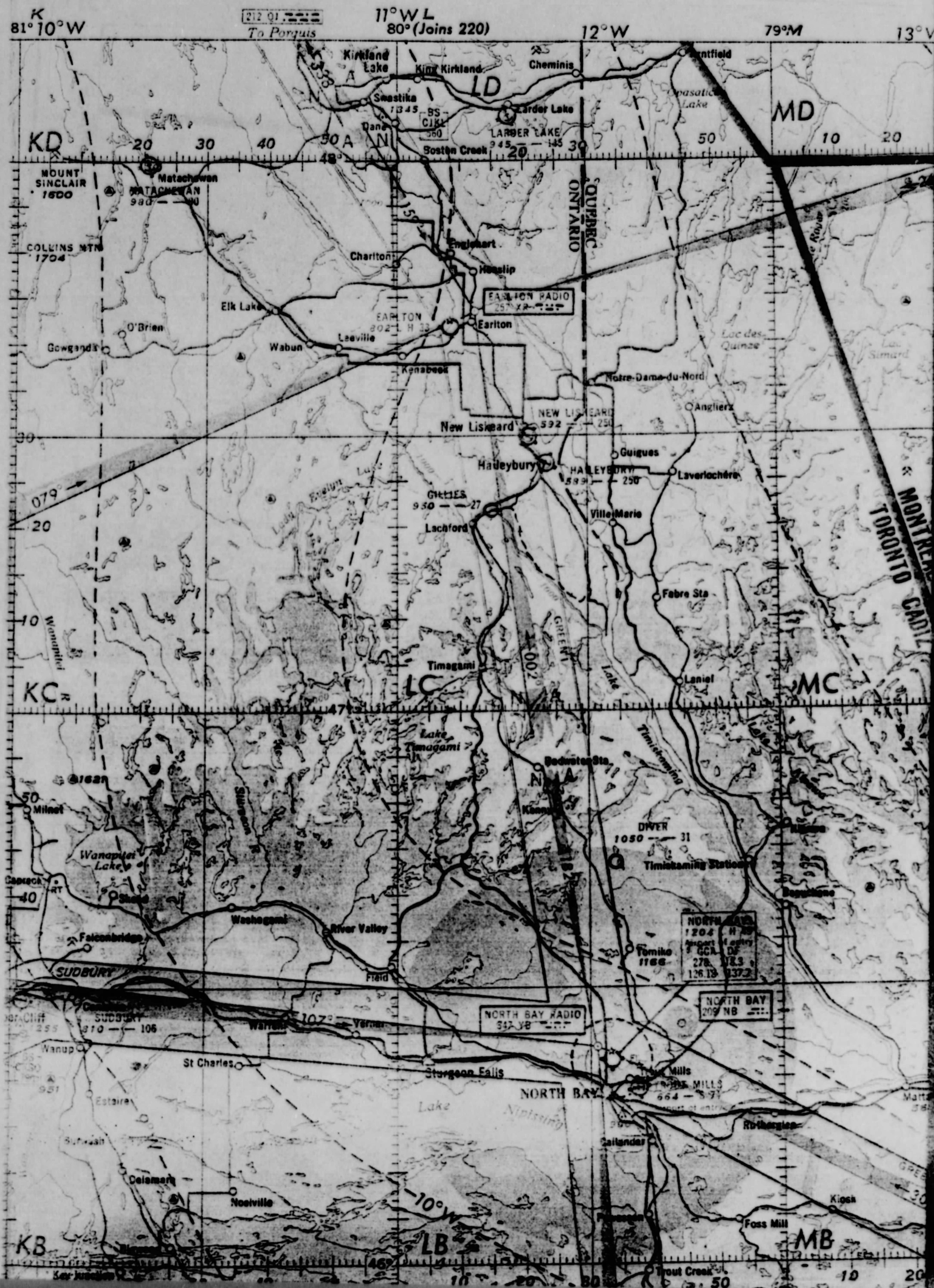
3° W

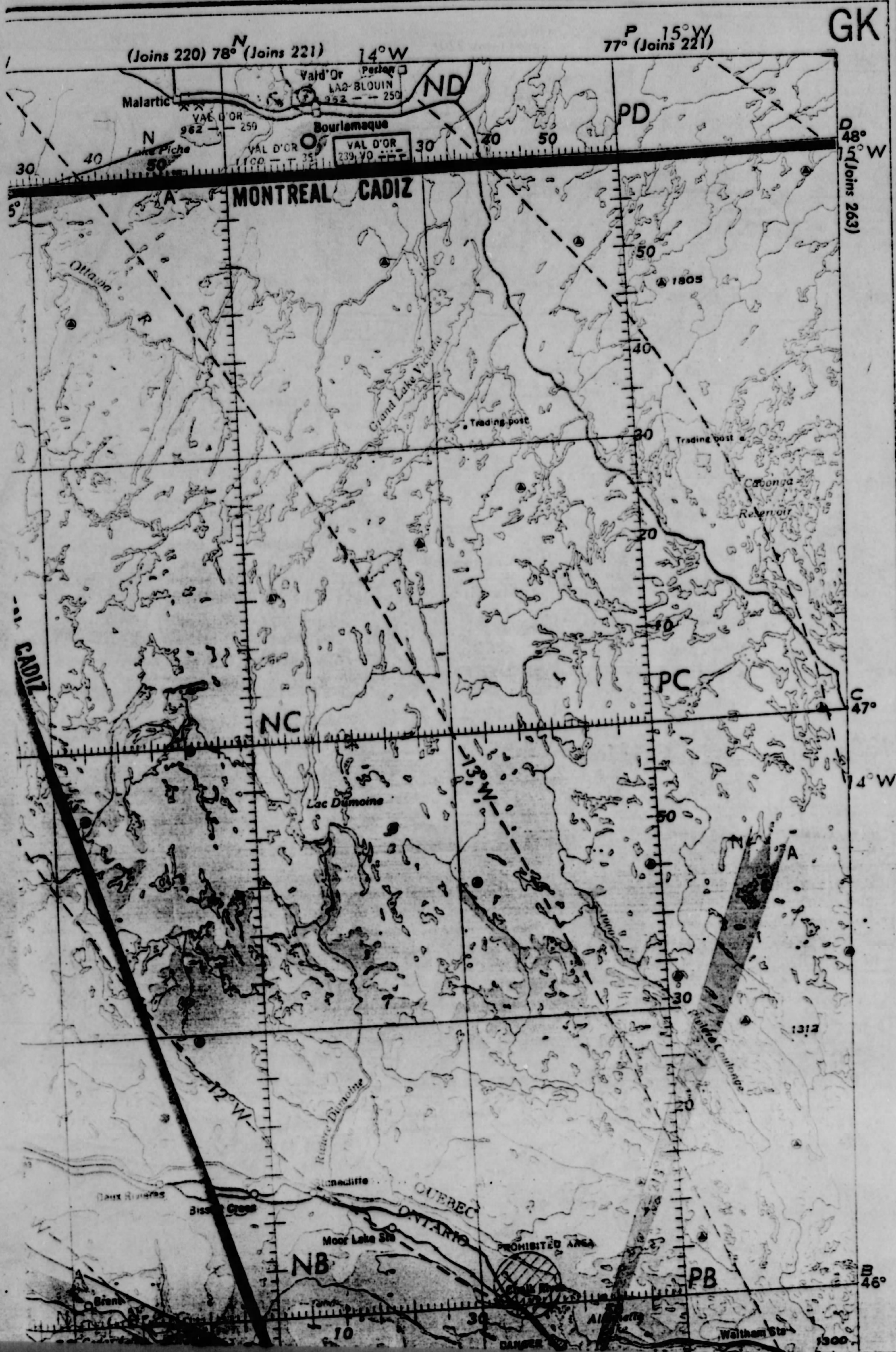


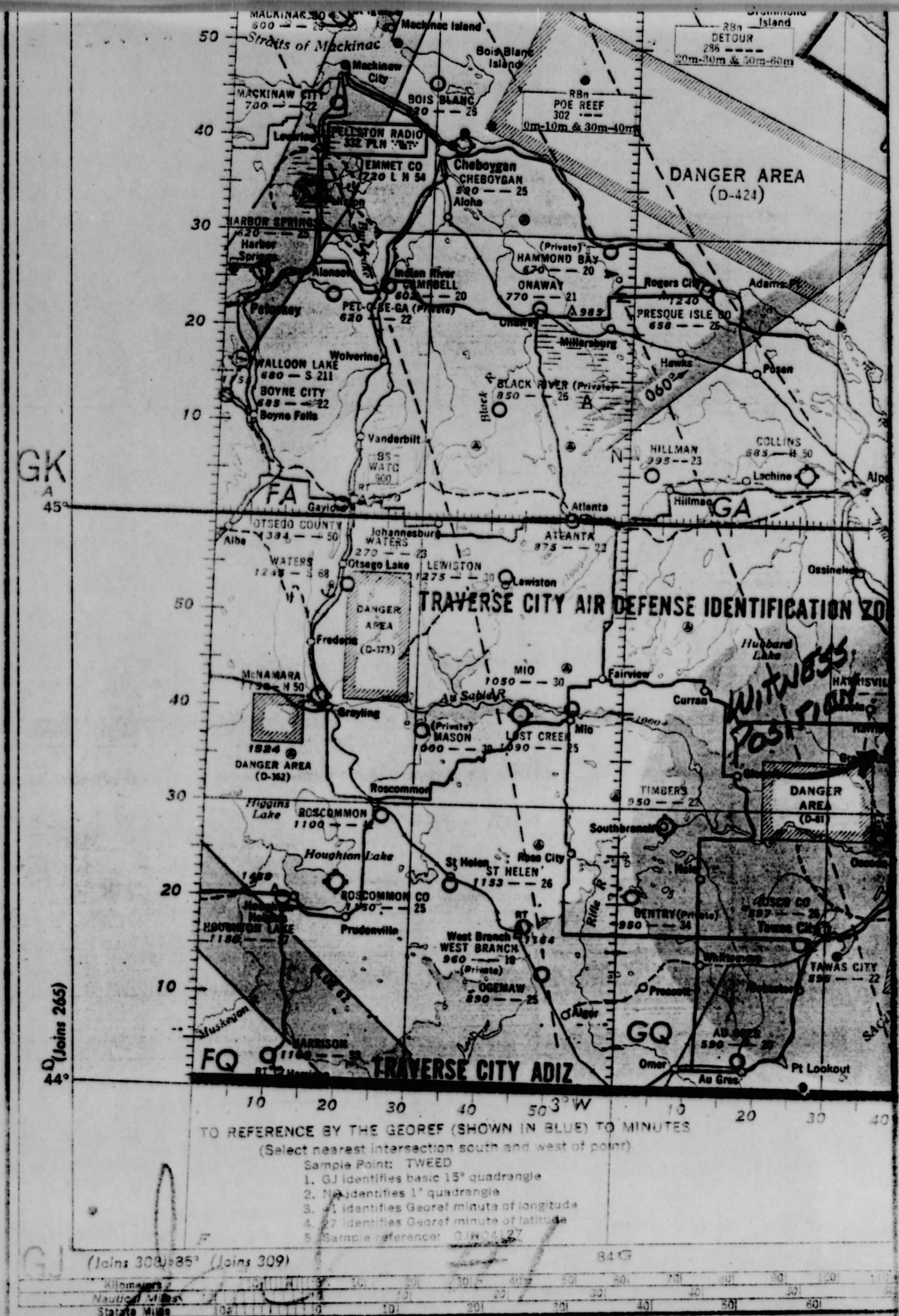


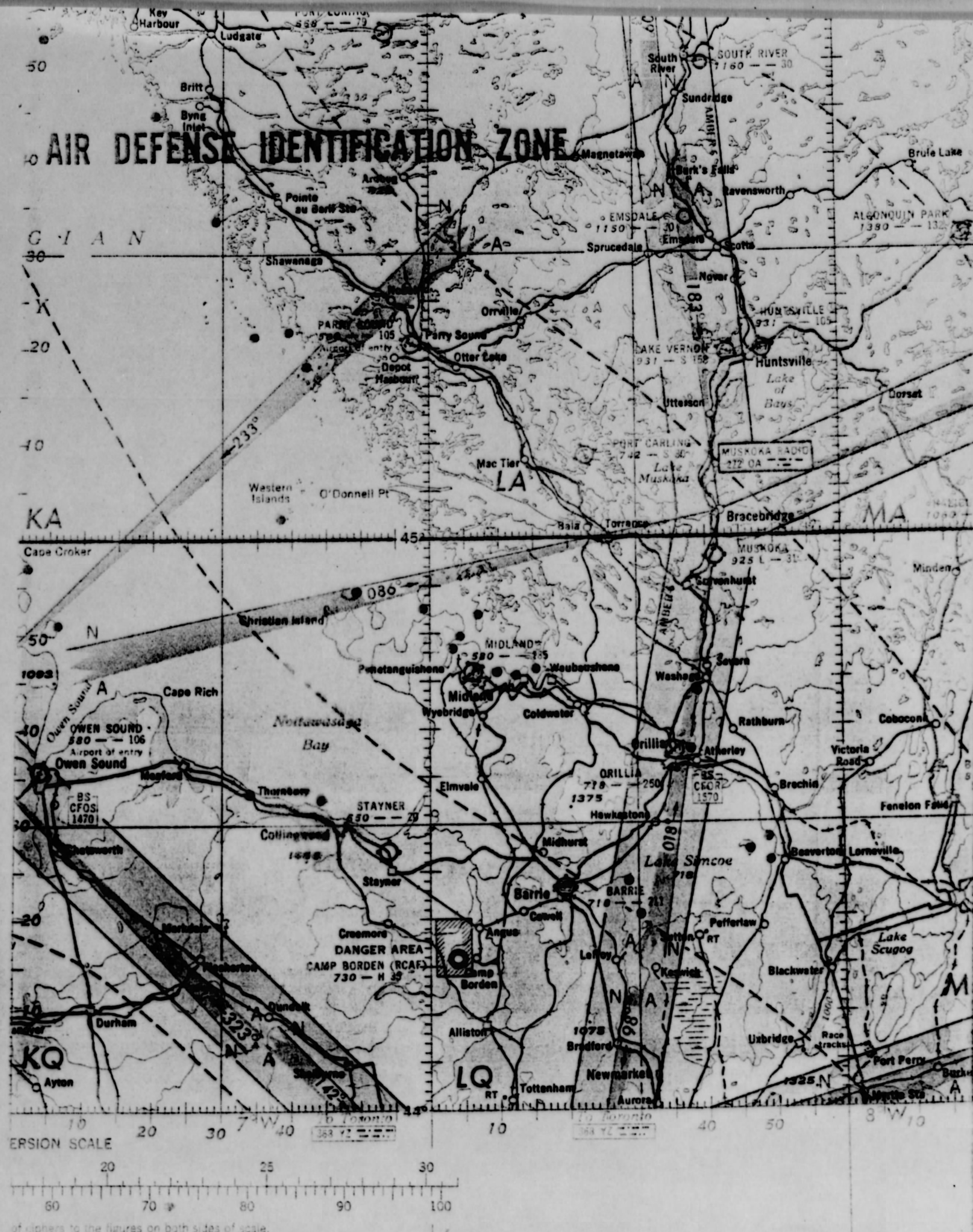
AUTICAL CHART

Compiled to ICAO Standards
For ICAO number add 2000 to the chart number.









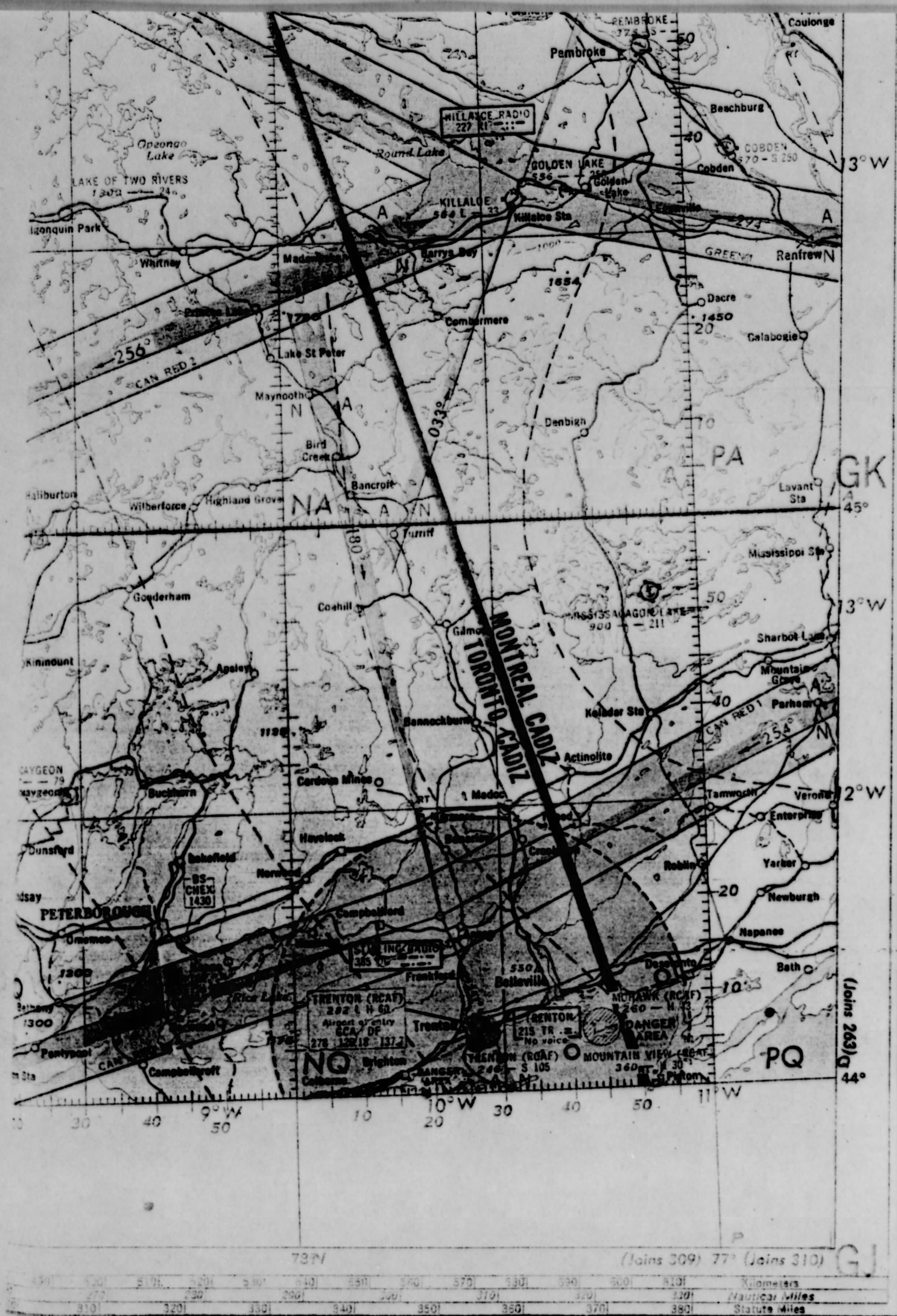
Note: It is requested that users of this chart indicate corrections and additions which come to their attention and comply with mailing instructions on reverse side.

Obstructions 500 feet or higher above ground Δ
Obstructions less than 500 feet above ground ∇

SCALE 1:1,000,000

GEOREF 12-52





AERONAUTICAL CHART SUPPLY

To insure that the airman has the latest information available, U. S. World Aeronautical Charts are revised at six-month periods and the Alaskan World Aeronautical Charts are revised at twelve-month periods.

Chart users are advised to check the list Dates of Latest Prints on display with authorized agents.

CIVIL CHART SUPPLY

Authorized agents for the sale of aeronautical charts have been appointed at certain airports and principal cities throughout the United States. The charts may also be obtained from the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C.

MILITARY CHART SUPPLY

(Ref: AF Reg. 67-3)

1. Aeronautical Charts, Maps and Publications distributed by the Aeronautical Chart and Information Center are indexed or listed in the current edition of the "USAF Catalog of Aeronautical Charts and Aeronautical Information Publications". A Bulletin is also published twice monthly which contains important information such as new editions of charts available, replacement charts, hazardous charts, chart correction notices and other pertinent information pertaining to charts and supply.

2. Requisitioning.

a. Outside Continental United States: USAF activities are to submit requisitions to the appropriate Aeronautical Chart and Information Office located within the applicable theater, in accordance with existing theater directives.

b. Within Continental United States: USAF activities are to submit requisitions to Commanding Officer, Aeronautical Chart and Information Center, 2nd and Arsenal Sts., St. Louis 18, Missouri, Attention: Distribution Division. Requisitions will be submitted on available requisition forms or by letter in quadruplicate. When demand is urgent, wire service may be used. Requisitions submitted from a Base or Station will bear the signature, or approval by indorsement, of the Operations officer. Requisitions from Air Force, Wing, or Command Headquarters will bear the signature of the appropriate staff officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a thirty (30) day supply at all times, but not to exceed a sixty (60) day supply.

3. USAF Requirements for Special Purpose Maps and Charts: Maps and charts for special purposes, specific missions and also those maps and charts published by other government agencies which may not be listed in the principal types of aeronautical charts in the current edition of the "USAF Catalog of Aeronautical Charts and Aeronautical Information Publications" should be requisitioned from USAF Aeronautical Chart and Information Center, when the request originates in the United States. For those USAF requests originating outside the continental United States, the applicable theater USAF Aeronautical Chart and Information Office should be contacted. Charts will be furnished, if available, when sufficiently identified in requisitions as to name or number, scale, projection and publisher. If this information is unknown to requestor, a description of the information required on chart or map should be furnished.

4. Obsolete Charts: Aeronautical charts rendered obsolete by printing of a new edition shall be salvaged if not practicable to correct for conformity with new edition. Disposition is to be made in accordance with provisions of AFR 67-5. Disposition of classified charts is to be made in accordance with provisions of AFR 205-1.

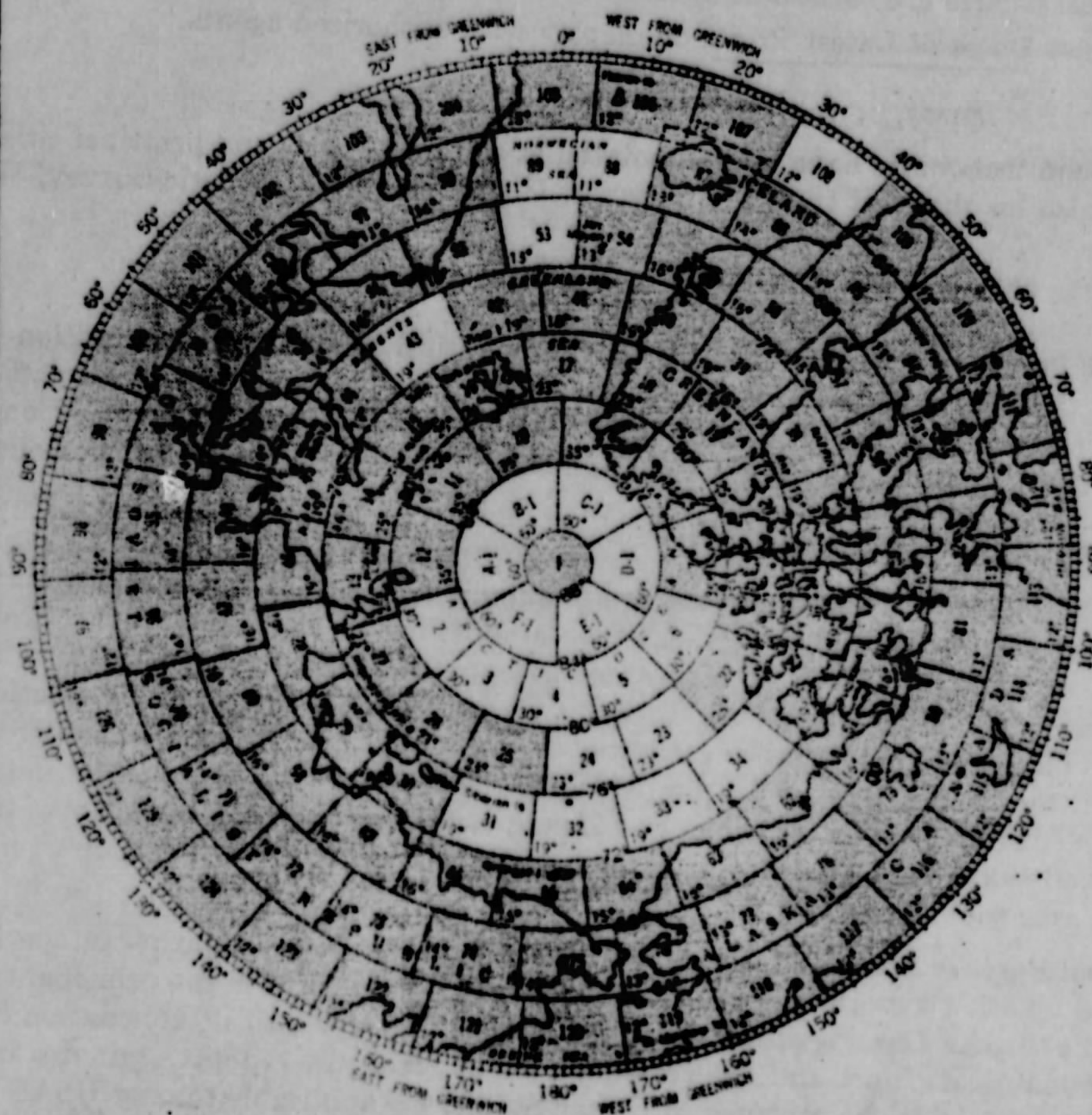
CORRECTION INSTRUCTIONS

1. The Coast and Geodetic Survey is making every effort to furnish the user with accurate charts. The user will materially assist in this effort by marking corrections of aeronautical information, drainage, relief and cultural features (roads, canals, power lines, etc.) on the face of the chart, on an overlay of the area, or under "Remarks" below. In reporting elevation corrections, state method used by observer in making the determination.

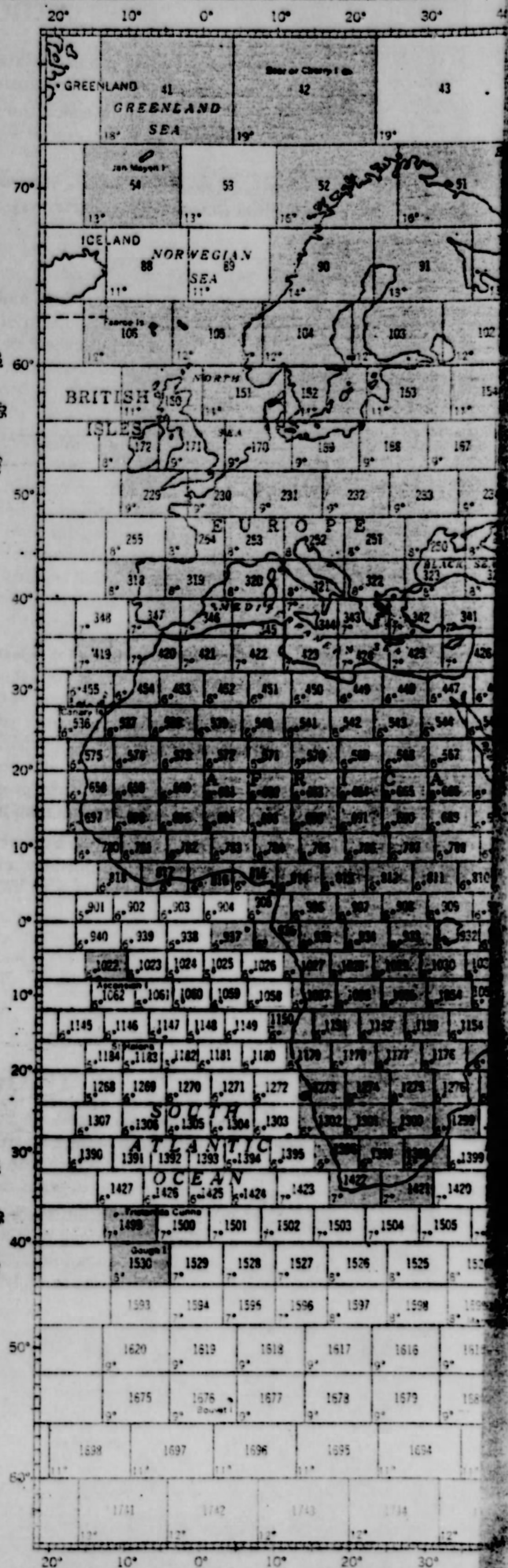
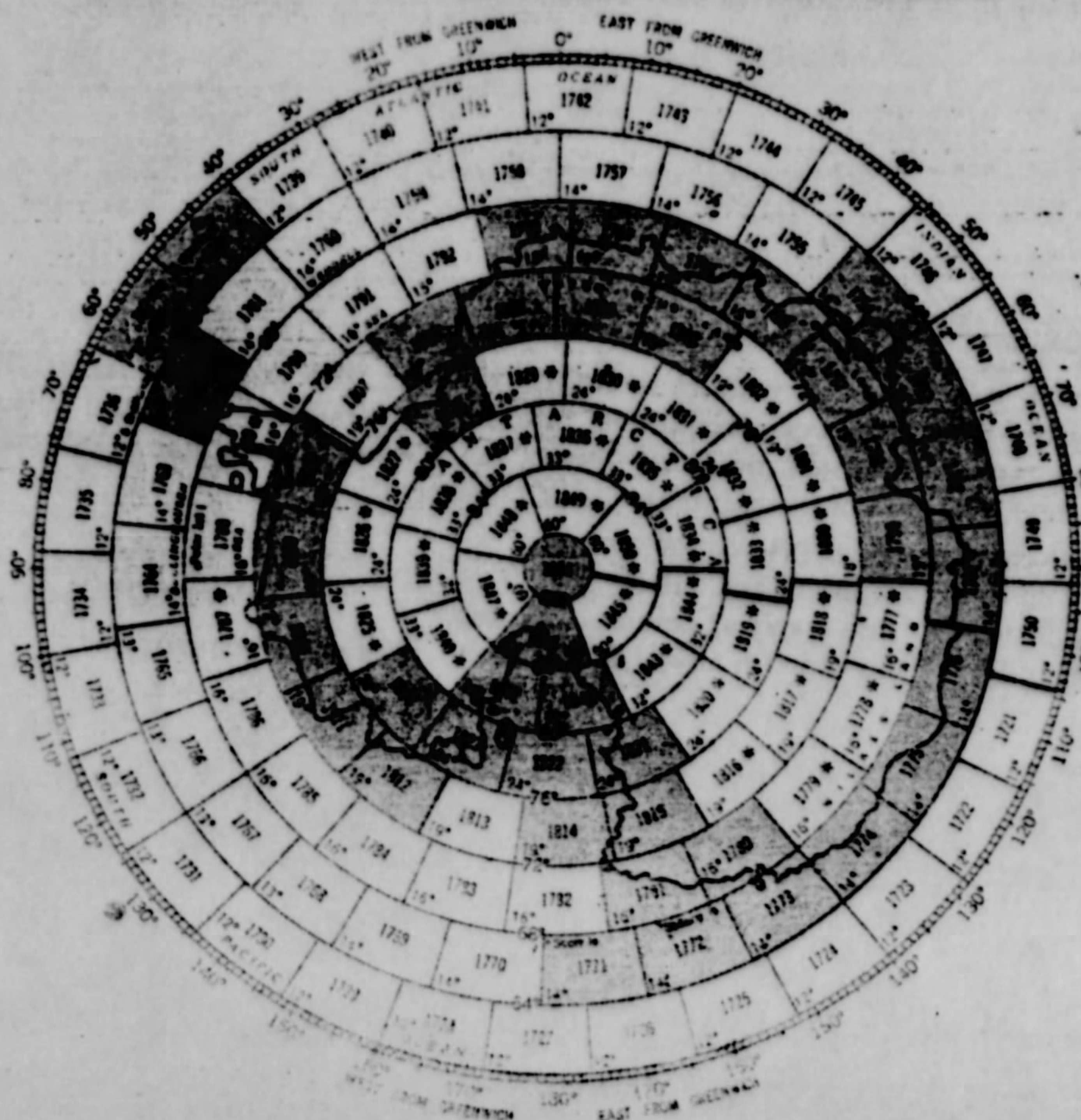
- Mark correction on face of chart or under "Remarks" below.
- Fold chart along regular fold lines, but with back out.
- Make an extra fold along dotted line and staple at points so marked.
- Fill in the return address and drop the chart in any U.S. mail box. Postage is not required.

Remarks:

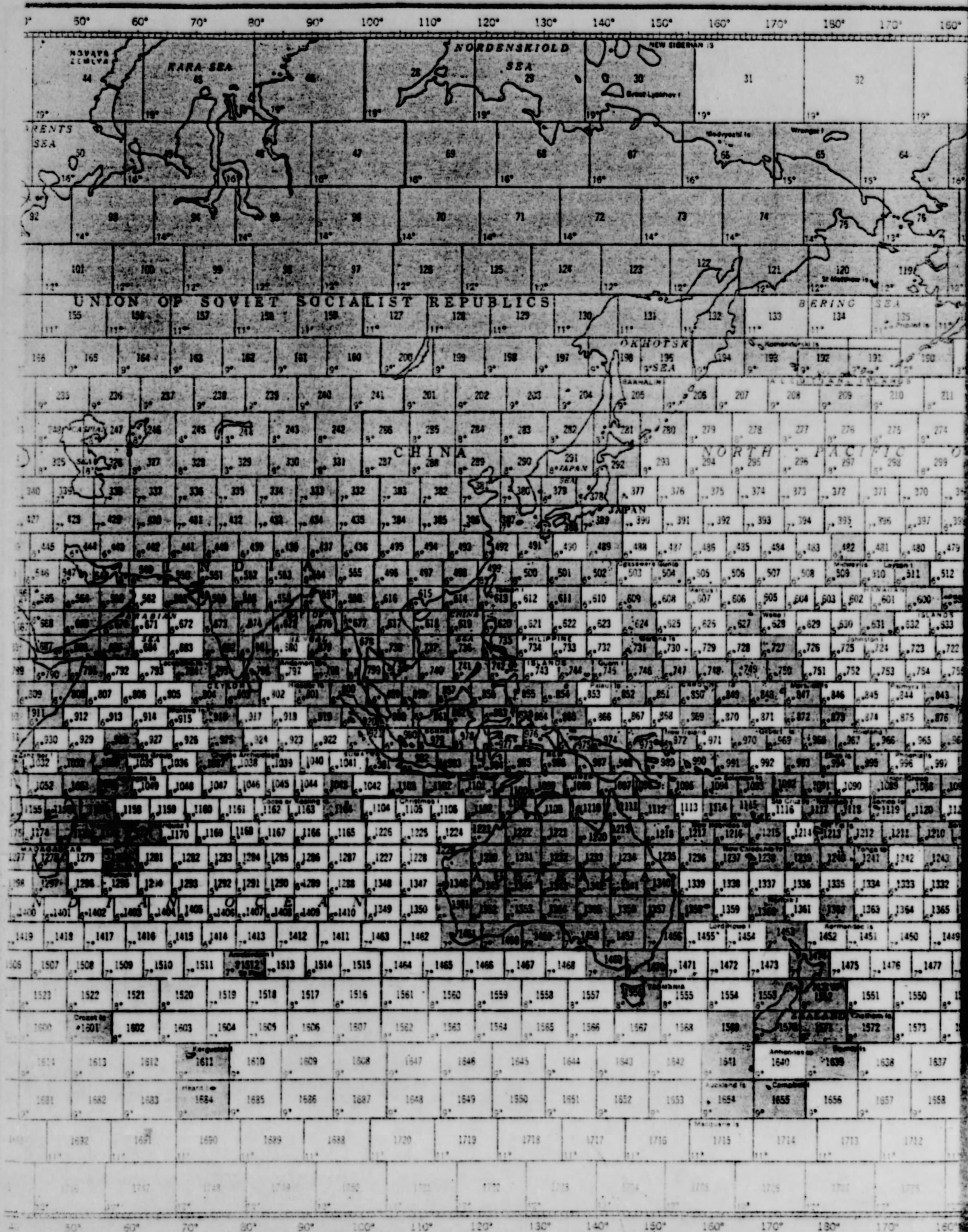
NORTH POLAR AREA



SOUTH POLAR AREA

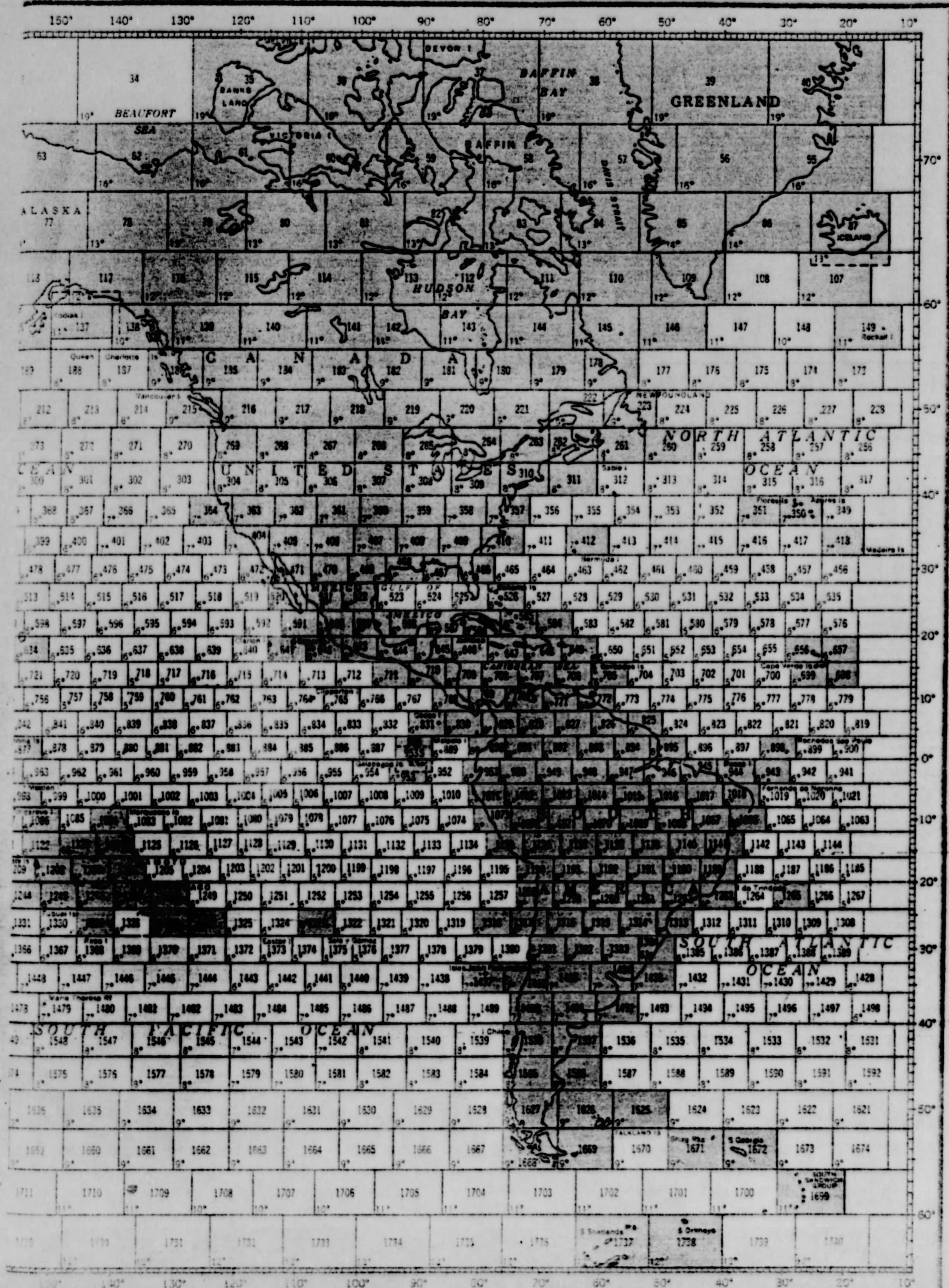


*Indicates that there is not sufficient information available to compile charts in this area at a scale of 1:1,000,000. Requisitions for these charts will be filled with the appropriate Universal Water Chart.



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000



Charts published

Charts not published

UNIVERSAL WATER CHARTS

Universal Water Charts (Scale 1:1,000,000; size 29 x 22 inches) covering 4° of lat. have been published for use in place of the World Aeronautical Charts in water areas. The user must insert the appropriate long. values for the particular area desired. Water tint is printed within the normal geographical limits and the chart is designed for use in both north and south latitudes.

NOTE: Requisition these charts by name and latitude interval.

Example: WAC-225 would be **WATER-48/52**

STAPLE HERE

STAPLE HERE

FROM _____

PENALTY FOR PRIVATE USE TO AVOID
 PAYMENT OF POSTAGE, \$300

OFFICIAL BUSINESS
 PERMIT NO. 1009

To:
 The Director
 U.S. Coast and Geodetic Survey
 Washington, 25, D.C.

STAPLE HERE

STAPLE HERE

MAKE EXTRA FOLD HERE TO RETURN TO DIRECTOR, USC&GS

U. S. DANGER AREAS ON WORLD AERONAUTICAL CHART 264

NO.	NAME	ACTIVITY	USING AGENCY	ALTITUDE	TIME
D-81	Oscoda	Bombing and Gunnery	Wurtsmith AFB, Mich.	Unltd.	Days
D-91	Upper Lake Huron	Aerial Gunnery	Wurtsmith AFB, Mich.	Unltd.	Days
D-362	Lake Margrethe	Small Arms Firing	Hdqs. 5th Army, Chicago, Ill.	To 2,000	Unltd.
D-373	Camp Grayling	Artillery Firing	Hdqs. 5th Army, Chicago, Ill.	To 20,000	Unltd.
D-424	Hammond Bay	Air-to-Air Gunnery	Kinross AFB, Mich.	Unltd.	Days

Altitude given in feet.

AR - Airspace Reservation (Prohibited)

C - Caution

D - Danger

W - Warning

5-6-53

No person shall operate an aircraft within an Airspace Reservation or Danger Area unless permission for such operation has been issued by appropriate authority.

Aircraft are not restricted from flying through Caution Areas; however, extreme caution should be exercised by pilots flying through such areas.

AERONAUTICAL SYMBOLS

AERODROMES

Aerodromes with facilities

LAND



WATER



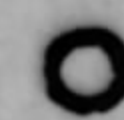
Civil

Joint Civil and Military

Military

Aerodromes with emergency or no facilities

LAND



WATER



Landing Area

Sheltered Anchorage

AERODROME DATA AND LANDING FACILITIES INFORMATION

LAND

WATER

BARGERSVILLE
908 L H 41
Airport of entry
GCA SYSTEM
273 125.18

908 Elevation in feet
L Minimum lighting
H Hard surfaced runway
41 Length of longest runway
in hundreds of feet

00 Elevation in feet
L Minimum lighting
S Normal sheltered take-off area
62 Length of longest runway
in hundreds of feet

NAS ANACOSTIA
00 L S 62
2370

The facility code character is replaced by a dash if specific information is not available or if the facility itself is not available.

GCA SYSTEM - Ground Control Approach System. Other controlled approach systems by appropriate abbreviation.

273 125.18 2370 - Control tower transmitting frequencies

AIR NAVIGATION LIGHTS

Rotating Light.....★

Rotating Light (With flashing code lights).....★

Rotating Light (With course lights and site number).....12★

Flashing Light.....FI★

Flashing Light (With code).....FI★

Lightship.....

Marine Light.....Occ W R G●

F—Fixed

Qk FI—Quick Flashing

Occ—Occulting

Gp—Group

W—White

B—Blue

SEC—Sector

FI—Flashing

IQk FI—Interrupted Quick Flashing

Alt—Alternating

R—Red

G—Green

(U)—Unwatched

sec—Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated

MISCELLANEOUS

Obstruction, less than 500 feet above ground.....1219▲

Obstruction, 500 feet or higher above ground.....1937▲
(Numerals indicate elevation above sea level of top)

Group Obstruction.....▲

Prominent Transmission Line.....—

Mooring Mast.....—

Isogonic Line.....—4°E—
Values for 1950

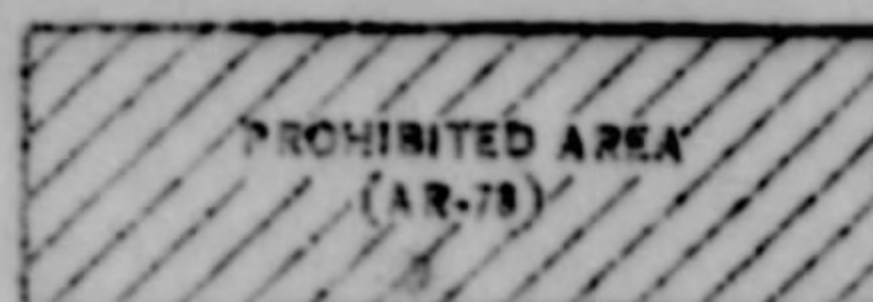
Reporting Point (Compulsory).....▲

Reporting Point (Non-compulsory).....▲

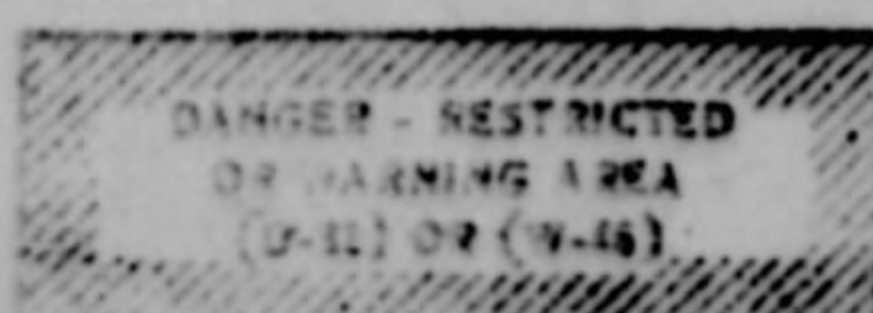
Ocean Station Vessel (Normal position).....—

International Boundary.....—
(Closed to passage of aircraft except through air corridor)

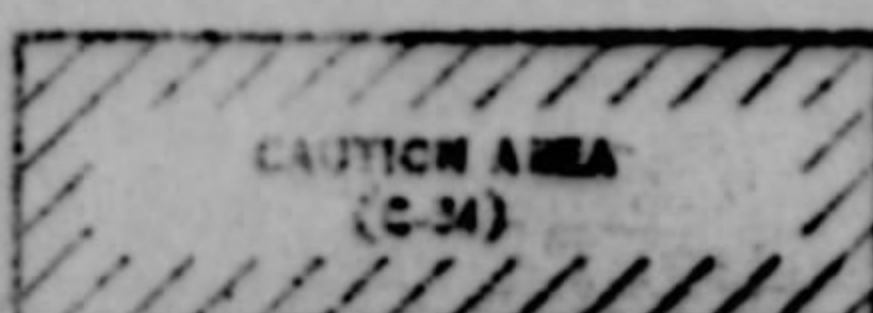
Restricted areas are numbered, and are indicated on the charts as follows:



Prohibited Area — Flight of aircraft prohibited except by specific authority of using agency



Danger, Restricted or Warning Area — Visible hazards to air navigation



Caution Area — Visible hazards to air navigation

AERONAUTICAL SYMBOLS

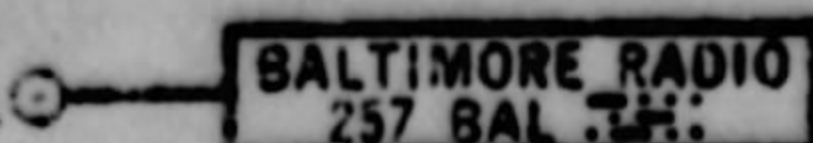
RADIO FACILITIES

All radio facility data are printed in blue with the exception of certain LF/MF facilities such as tower frequencies, radio ranges and associated airways, which are printed in magenta.

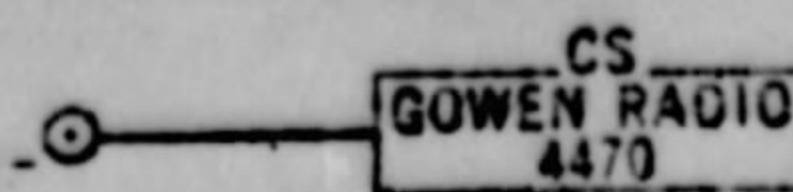
Methods of indicating specific voice and CW calls are shown below

Use of the word "Radio" within the box indicates voice facilities.

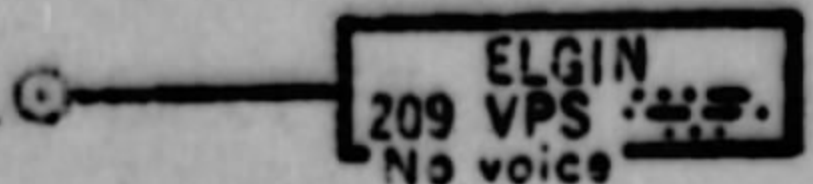
Radio Range
(With voice)



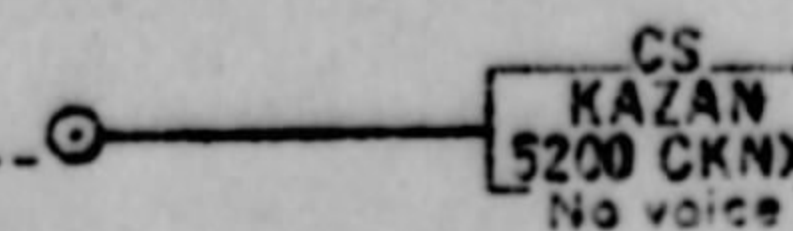
Radio Communication Station
(With voice)



Radio Range
(Without voice)



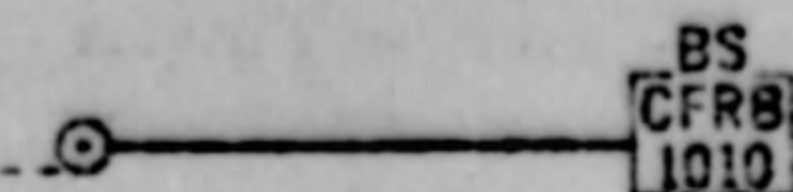
Radio Communication Station
(Without voice)



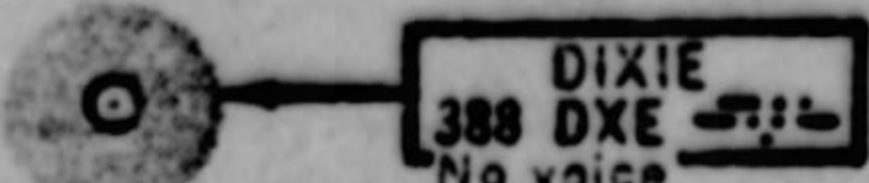
Nondirectional Radiobeacon
(With voice)



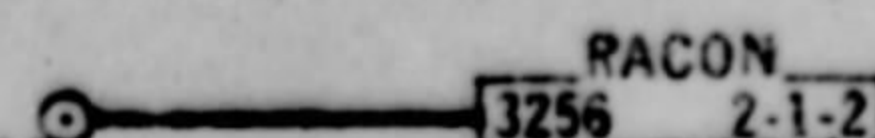
Radio Broadcasting Station



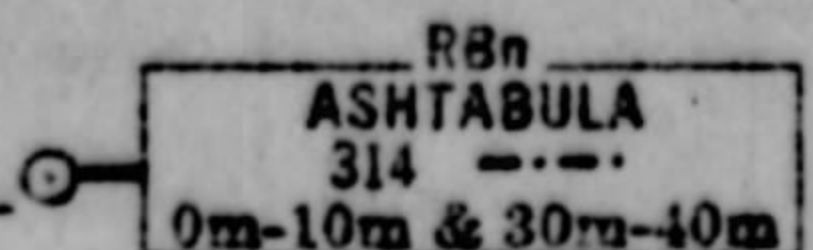
Nondirectional Radiobeacon
(Without voice)



Radar Beacon (Racon)



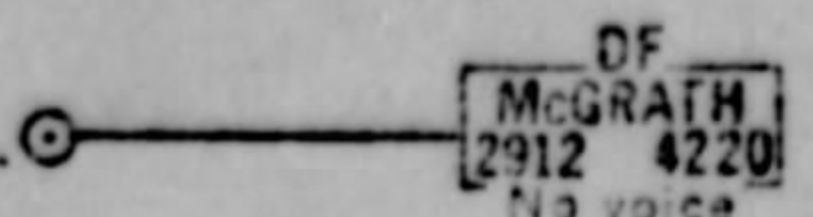
Marine Radiobeacon
(Without voice)



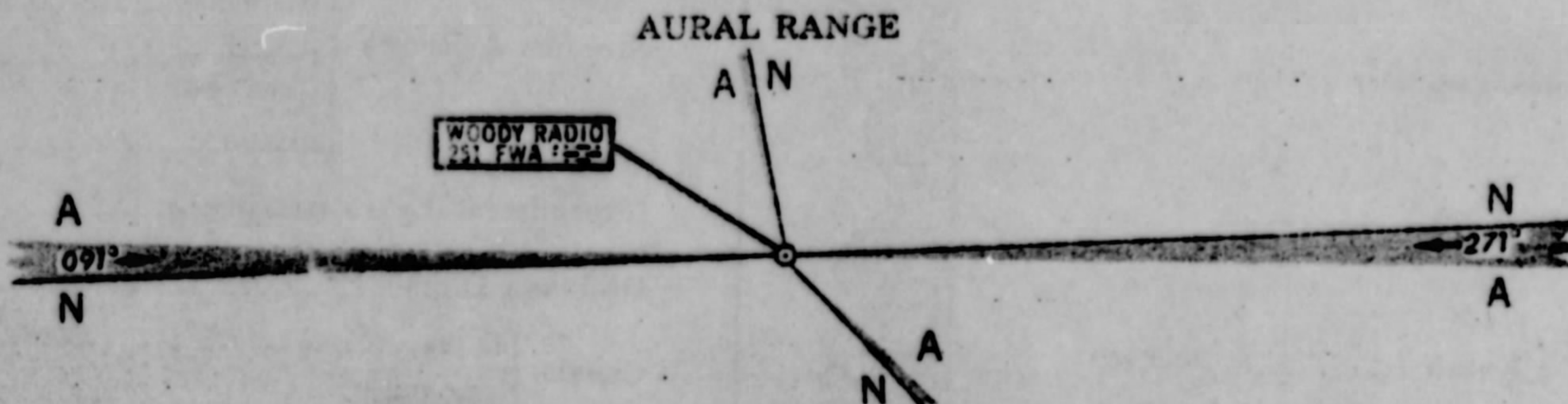
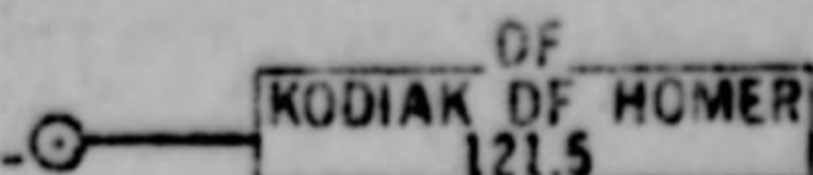
Radio Fan Marker Beacons



Radio Direction Finder
(Without voice)



Radio Direction Finder
(With voice)



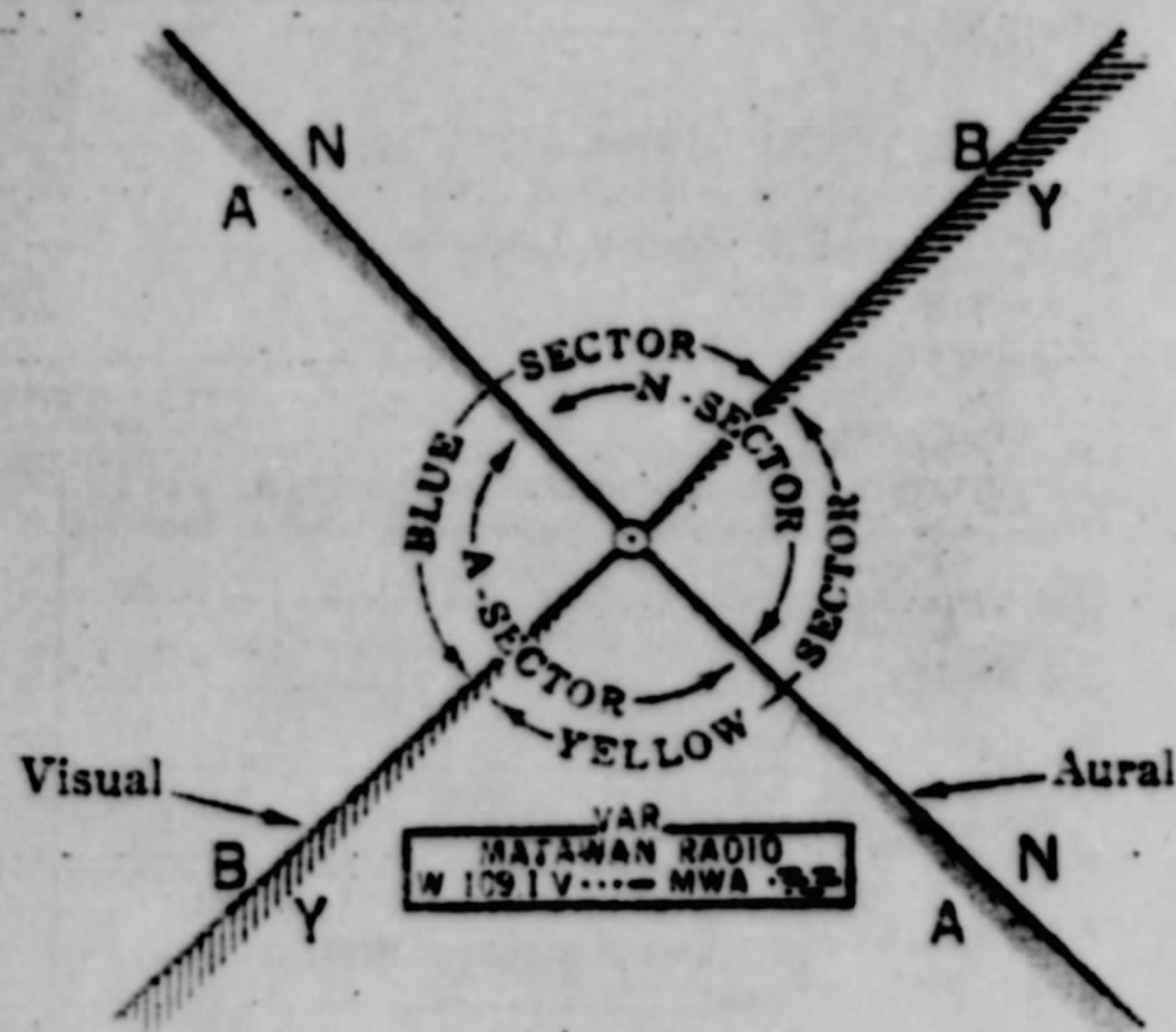
The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for computing them.

VHF OMNI-DIRECTIONAL RANGE (VOR)



Bearings are magnetic from the station
Radius of circle is 15 nautical miles.

VHF FOUR COURSE VISUAL-AURAL RANGE (VAR)



Letter preceding frequency in box indicates channel identification.

AIR TRAFFIC CONTROL



TOPOGRAPHICAL SYMBOLS

CITIES AND TOWNS

Metropolitan Areas	NEW YORK	
Large Cities	RICHMOND	
Cities	ARLINGTON	
Small Cities	Freehold	
Large Towns	Corville	
Towns & Villages	Arcola	

HIGHWAYS AND ROADS

Dual Lane and Super Highways	
Primary Roads	
Secondary Roads	
Trails	
U. S. Road Markers	
National, State or Provincial Road Markers	
Road Names	ALASKA HIGHWAY

RELIEF FEATURES

Contours	- Reliable - Approximate - Depression	
Levees or Eskers		
Hachures		
Bluffs, Cliffs & Escarpments		
Sand	- Dunes - Areas - Ridges	
Lava Flow		

HYDROGRAPHIC FEATURES

Swamps & Marshes		
Tidal Flats (Exposed at low tide)		
Danger Line		
Rocks Awash		
Shoals (Exposed at low tide)		
Springs		
Wells & Water Holes		
Reefs, Coral & Rocky Ledges (Awash at low tide)		
Streams & Rivers	- Perennial - Intermittent - Probable or Unsurveyed - Braided	
Intermittent Lakes (blue stipple)		
Drainage Ditches		
Canals	- In use - Abandoned	
Dry Lake Beds (brown stipple)		
Sand Deposits in river bed		
Dry Washes (brown stipple)		
Glaciers and Ice Caps		

CULTURAL AND MISCELLANEOUS

Landmarks (with appropriate note) (Numerals indicate elevation above sea level of top)		
Oil Tanks		
Oil Fields		
Dams		
Elevations (In feet)	- Highest on chart - Highest on chart is devoid of tint - Highest in a general area - Spot	
Mines and Quarries		
Mountain Passes		
Lookout Stations (Elevation is base of tower)		
Coast Guard Stations		
Pipe Lines		
Race Tracks or Stadiums		
Stranded Wrecks		
Boundaries	- International - State & Provincial	
Railroads	- Abandoned or Under Construction - Single Track - Multiple Track - Sidings & Spurs - Overpass - Underpass	
Bridges	- Railroad - Highway	
Tunnels	- Railroad - Highway	