


PROJECT 10073 RECORD CARD

1. DATE <u>27 Apr '52</u>		2. LOCATION <u>Pontiac, Mich.</u>		32. CONCLUSIONS	
3. DATE-TIME GROUP Local <u>2306 CST</u> GMT <u>28/0406 Z</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 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 type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input checked="" type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE <u>Civilian - male</u>			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS <u>1</u>		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING <u>Brilliant white color. Circular.</u>				11. COMMENTS 	

UNCLASSIFIED

COUNTRY United States	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Reporting of Information on Unconventional Aircraft		
AREA REPORTED ON Pontiac, Michigan	FROM (Agency) DOI 4708th Def Wg Selfridge AFB, Michigan	
DATE OF REPORT 29 April 1952	DATE OF INFORMATION 27 April 1952	EVALUATION F-0
PREPARED BY (Officer) Anthony W. Rosinia Capt USAF Asst Int Off		Civilians
REFERENCES (Control number, directive, previous report, etc., as applicable) NONE		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112—Part II.)		
<p>On 27 April 1952, at 2306 hours over Pontiac, Michigan, Mr. J. Hoffman observed an object approximately 200 feet in diameter and approximately 200 feet off the ground.</p>		
<p style="text-align: center;">DOWNGRADED AT 3 15 1981 DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10</p>		
DISTRIBUTION BY ORIGINATOR		
2 cys CG Air Material Command 1 cy CG Air Defense Command 1 cy CG Eastern Air Defense Force		
UNCLASSIFIED		

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) DOI 4708th Defense Wing Selfridge AFB, Michigan	REPORT NO.	PAGE 2 OF 2 PAGES
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On 29 April 1952, at 0830 hours the following report was submitted to the undersigned by the Officer of the Day relative to sightings of unconventional aircraft observed on 27 April 1952:

A/2C Brandt of the Air Police Squadron took a call from a Mr. J. Hoffman of Pontiac, Michigan. Mr. Hoffman called at approximately 2306 hours concerning an object approximately 200 feet in diameter and 200 feet of the ground. The object would go from brilliant white to nothing. Mr. Hoffman was in a business establishment making the phone call but friends were outside the building still watching the object. A/2C Brandt did not get the phone number or address of Mr. Hoffman.

Anthony W. Rosinia
ANTHONY W. ROSINIA
Captain, USAF
Asst. Intelligence Officer
4708th Defense Wing

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

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INTELLIGENCE

SUPPLY AND MAINT.

PROD. & IND. MOD.
PLNG.

OTHER

ATIAA-2c/JKR/Ys

XXXXXX

Mr. John C. Hoffman
5499 Putnam Drive, R. #2
Birmingham, Michigan

Dear Sir:

Your report of the recent sighting of aerial phenomena has been received, and is being added to existing data on the subject as a current incident to be included in the investigation.

A questionnaire is inclosed. This form is used to standardize information on file. It will be of further assistance in the investigation if you will complete it as well as you can and forward it in the attached return envelope.

Full consideration will be given to this matter in the continuing effort to accumulate and analyze information on the subject.

The assistance you have offered by bringing the matter to our attention, and your public-spirited desire to be of service in doing so, is greatly appreciated.

Very truly yours,

2 Incls
a/s

ROBERT E. KENNEDY
Major, USAF
Air Adjutant General

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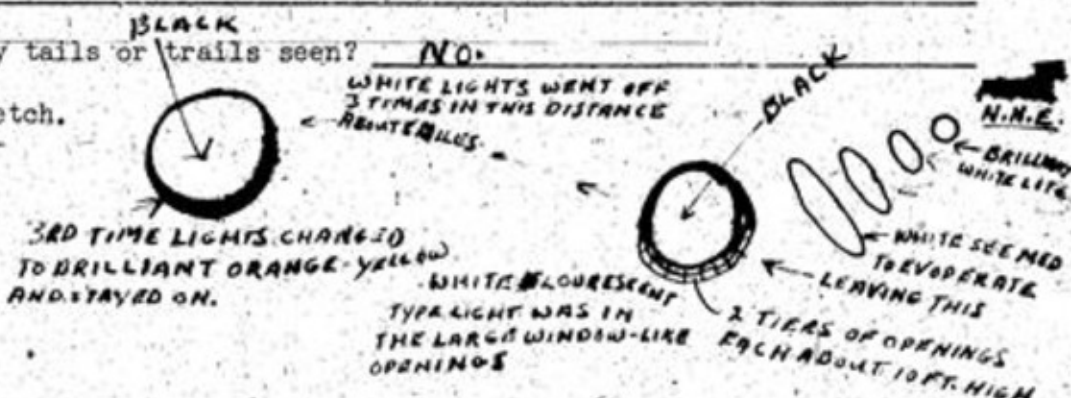
1. Date object was observed SUNDAY APRIL 27, 1952
2. Time object was first seen 10:45 PM.
3. Place from which you observed the object STEVENSON HIGHWAY AT 15 MILE RD. AND FOR 14 MILES WEST ALONG 15 MILE ROAD.
4. How was object observed (naked eye, binoculars, etc.) NAKED EYE
5. What were you doing when the object was first observed? DRIVING MY AUTO. ON STEVENSON HIGH. APPROACHING INTERSECTION OF 15 MILE RD.
6. What attracted your attention to the object? MOVEMENT OF A BRILLIANT WHITE OBJECT COMING TOWARD US IN THE SKY.
7. Path of object.
 - a. Direction from which object appeared (degrees or direction) NORTH, NORTH EAST.
 - b. Direction in which object disappeared (degrees or direction) WEST.
 - c. Elevation object appeared (degrees above horizon) ABOUT 1 1/2 MILES AWAY AND ABOUT 3000 FT. HIGH. (IT STOPPED AT THIS POINT FOR 4 TO 5 MINUTES)
 - d. Elevation object disappeared (degrees above horizon) ABOUT 3000 FT. HIGH - DUE WEST.
 - e. Shape of flight path of object (straight and level, arched, etc.) DOWN OUT OF THE SKY - STOPPED - NORTH 8 MILES - WEST 20 MILES
 - f. How did object disappear (grow dimmer, go out suddenly, etc.) OUT OF SIGHT OVER TREE TOPS IN THE WEST.
8. Length of time the object was observed HALF HOUR.
9. Description of object.
 - a. How many objects were seen: ONE
 - b. Apparent size of object? AT LEAST 200 FT. IN DIA. X 22 FT. THICK.

- c. Apparent speed of object? FOR 8 MILES AT ABOUT 75 MILES AN HOUR (BUT STOPPED 3 TIMES IN THIS DISTANCE) THEN GAINED SPEED TO ABOUT 100 MPH
- d. Apparent altitude of object? 3,000 ~~X~~ 3,500
- e. Shape of object? ROUND AND FLAT
- f. Color of object? BRILLIANT WHITE AND CHANGED TO BRILLIANT ORANGE-YELLOW AFTER 3RD STOP.
- g. Did object perform any maneuvers, if so describe OVER PONTIAC
IT TILTED IN VARIOUS ANGLES
- h. Did object make any sound, if so describe NO SOUND AT ANY TIME.

- i. Were any tails or trails seen? NO.

- j. Draw sketch.

WEST



10. What type of day was it (hazy, clear, etc.)? Describe. IT WAS A DARK NIGHT - NORTH HALF OF THE SKY WAS CLEAR, STARS WERE BRIGHT IN BACKGROUND SOUTHERN HALF OF SKY WAS CLOUDY COVERING THE MOON.

11. Clouds.

- a. Were any clouds in sky at time of observation? SOUTHERN HALF OF THE SKY WAS CLOUDY.

↑ If so, how much of sky was covered (overcast, scattered, etc.)

- b. Did object pass above, below, or near any clouds? NO - THAT SECTION OF THE SKY WAS CLEAR.

- c. Did object reflect light on the clouds? NO

12. What is your occupation? ADVERTISING MGR. BERRY BROTHERS' PAINT CO.

13. Any details that cannot be fully explained by the above questions.

THE OBJECT TRAVELED IN A TILTED POSITION WHILE DRIFTING OVER THE AREA.

I CONTACTED 2 WITNESSES A MILE FROM MY FIRST SIGHTING IT.
THEIR NAMES ARE: VALERIAN J. EISENSCHENK AND
MELVIN E. ERNST.

I CONTACTED 2 MORE WITNESSES, 6 MILES FARTHER WEST (1/2 MILE EAST OF
BIRMINGHAM) WAS ONLY ABLE TO LOCATE ONE LATER, HIS NAME IS:
EDWARD PEARL.

(I OBTAINED WRITTEN STATEMENTS FROM ALL THREE.)
TWO DAYS LATER.

Name

John C. Hoffman

Address

5499 PUTNAM DR.
BIRMINGHAM, MICH. R. #1

Date

JUNE 23, 1953

OTHER OBSERVERS IN MY CAR WERE:

BEATRICE HOFFMAN (35 YRS. OLD) MY WIFE.
DUANE HOFFMAN (9 YRS. OLD) MY SON.
CHERYL HOFFMAN (6 YRS. OLD) MY DAUGHTER.

5499 Putnam Drive, R#1
Birmingham, Michigan
May 14, 1952

Air Technical Intelligence Center
Wright Patterson A. F. B.
Dayton, Ohio

Gentlemen:

I have been a faithful believer and follower of Flying Saucer incidents as far back as 1948 and was of the opinion that they were a project of the U. S. Government, but after my recent experience which I am going to outline in detail, it has changed my belief entirely.

Coincidentally, I happened to read the April 7th issue of Life Magazine which precedes my experience by a couple of weeks, explaining my actions, as you will note.

I live approximately seven miles west of Birmingham, Michigan which is north of Detroit about fifteen miles. On Sunday night, April 27th, my wife, two children and myself were proceeding home from my sister's traveling north on Stevenson Highway at 10:45 P. M. As I turned left on Fifteen Mile Road (Fifteen Mile Road runs through Birmingham east and west and this point is about seven miles east of Birmingham), my wife and I both spotted a brilliant white object coming toward us out of the sky from the northeast. It descended so fast that by the time my wife could realize and state that it was a Flying Saucer, it had descended to its minimum height of approximately 3,000 feet or the average height of a transport plane in flight. It stopped abruptly and looked slightly similar to a row boat in choppy water. It then settled at an approximate 30° angle and the brilliant whiteness diminished to what appeared to be window lights. It sat in this exact position and spot for approximately three or four minutes making it very easy for us to judge its size, shape, etc. We estimated it to be about two miles north of us and 3,000 feet high. The angle at which it rested made it very easy for us to estimate its thickness and diameter. It appeared to have two tiers of windows each about ten feet high which resembled looking into the playing section of a mouth organ. The windows were all around the entire diameter making visible the round flatness. We estimated conservatively that the diameter of this ship was at least two hundred feet.

After what seemed to me they were getting their bearings, they started drifting northwest toward the city of Pontiac at about one hundred miles per hour but stopped two or three times during the time of our observation. At no time did it make a noise.

-2-

Immediately I realized that I should have witnesses to this phenomenon, so I speeded west on Fifteen Mile Road to a drive-in restaurant about a mile away. I ran in and asked some young men if they would come out and witness my experience. After persuasion, two of them went out and were amazed, causing others to follow. By this time it had drifted at least five miles northwest. At this point I called the Birmingham police and asked them to alarm all the air fields in its direction which they said they would do. I returned to my car and we continued to follow it driving west on Fifteen Mile Road. During the next five minutes the lights in the Saucer went off and on three times. The third time the lights changed from white to a brilliant yellow orange and by this time we had reached the Grand Trunk Railroad Station, a half mile from Birmingham. Thinking this experience would make a good newspaper story, I stopped at the railroad station and called the Detroit Times telling them my story thus far.

After that I again called the Birmingham police and asked them if they had reported the incident as yet. They said they were thinking about it so I became provoked and said I would call Selfridge Field myself, which I did. If anyone ever got the "Brush" I sure did. I was transferred to five different departments and finally got an officer who, I am sure, was awakened by my call and was very peeved. I explained what was taking place and he mumbled something to another fellow and then said, "I'll report it. What's your name?" I gave him my name and explained, "If you ever want a close-up view of a giant Saucer, get some planes in the sky at once", telling him the approximate location of the Saucer. Then he repeated, "All I can do is report it, Bud." Then he hung up.

During my telephone conversation, my wife had convinced the station attendant and railroad express truck driver to observe the spectacle. I secured the truck driver's name and then proceeded west on Fifteen Mile Road through Birmingham and out about seven miles due west following the Saucer until it vanished from our vision over the tree tops toward the general direction of Flint at 11:15 P. M. (1/2 Hour)

I contacted the Detroit Times Tuesday A. M. and gave them my complete story. Their reporter phoned Selfridge Field and the Radar Division and they both told him that it was impossible for anything to be in the air at that time because nothing was picked up by Radar, so naturally, the Times dropped the story.

To prove my story, I started to trace down my witnesses. After considerable difficulty, I found the two young men I asked to come out of the drive-in and obtained written statements from each. Then I contacted the truck driver and he was very willing to write a statement of his observation. (their names and addresses are at the end of this letter.) I again went to the Times with my proof and the editor turned the story over to another reporter who again phoned Selfridge Field. This time they contacted the intelligence division. They stated that they were receiving at least two letters a day from people who had also sighted the Saucer at different points. This

assured the reporter of my story and he later stated that he thought the complete story would be in the Sunday, May 4th issue. However, for some unknown reason it never appeared.

I have no personal desire to see this story in print but I believe it is about time that the authorities, as well as the citizens, be openly informed of a systematic procedure in handling reports as important as this instance. I firmly believe that this Saucer was making a reconnaissance tour over the area and if my report had been handled efficiently, we would be in a more intelligent position to know more clearly their intentions.

I further feel, with due respect to the Army, that "someone was sleeping at the switch", or if it is being kept "hush, hush", that the public reaction will be mass hysteria when the unknown definitely attempts to make contact with us (as has been proven in the past). Experience has taught us that education toward events to come adjust the human mind to accept phenomena and cope with them.

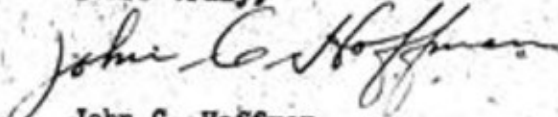
Listed here are the names and addresses of witnesses mentioned above. I can also present an article from the Birmingham Eclectic that the police furnished the newspaper, ridiculing my reports to them stating, "What could the police do if we had invaders from the sky." This proves that the law officers are not briefed or alerted to the possibility of future events.

(Truck Driver - Middle Aged)
Edward Pearl
444 Albany Avenue
Ferndale, Michigan

(Two Young Men)
Valeriano J. Eisenschenk
4450 Livernois
Birmingham R#2, Michigan

Melvin E. Brat
980 Vanderpool
R#4, Birmingham, Michigan

Yours truly,


John C. Hoffman