

AIR INTELLIGENCE INFORMATION REPORT

FROM: 61st Fighter-Interceptor Sqdn	REPORT NO. <i>Port Huron, Mich 29 July 1952</i>	PAGE 1 OF 1 PAGES
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1. The object sighted was a single object, low on the horizon. No definite size or shape. There was a distinctive changing of colors, repeating in sequence from white, to bright red, to a bluish-green. No trail or exhaust was visible. Propulsion system unknown. Speed of object was estimated by GCI at 60 knots. Pilots began chase of object and the object increased its speed to remain approximately ten (10) miles away from the F-94B, which was indicating 350 knots (IAS) at 21,000 feet. Pilot and radar observer stated that GCI told them that the object maneuvered between twelve (12) o'clock and one (1) o'clock position. Due to lack of fuel, F-94B had to abandon chase. The flight which followed same route one-half hour later was unable to locate the object.

2. The time of the sighting was from approximately 0240Z until 0300Z on 29 July 1952.

3. The manner of observation was both visually and by radar. The radar observer was able to get a look on the target for approximately thirty (30) seconds. When he could no longer get him on the radar scope, the observation was visual by both the radar observer and pilot. Observation was made from an F-94B aircraft at a speed of 360 knots (IAS) at an altitude of 21,000 feet.

4. ^{70 miles} The sighting was made at a location twenty (20) miles due west of Port Huron, Michigan at an altitude of 21,000 feet. The object was due north of the observing aircraft. At first sighting, the object was traveling at a distance of four miles ahead of the F-94B.

5. The unidentified object was picked up on the scopes of the GCI and the radar observer. 1st Lieutenant Helfenbein has had experience as a navigator, bombardier, and radar observer since 1943. He has studied celestial navigation. On this flight he was acting in the capacity of radar observer. Captain Slowinski, pilot, has had 2900 hours flying time, and has been a pilot since 1944.

6. The weather at the time of sighting was CAVU.

7. The only known air traffic in the general area at the time of the sighting was one B-25 aircraft and two F-94B aircraft.

8. The sighting was made by Captain Edward J. Slowinski, AO 782041, pilot, and 1st Lieutenant Victor Helfenbein, AO 682480, radar observer.

Edward J. Slowinski
EDWARD J. SLOWINSKI

*Possibly GCI was CPS 66 sq of 752nd ACW
Sq dr. Empire, Mich.*

*Comments that DD would not provide the specific
GCI altitudes involved. Mission & altitudes were
in a separate memo*

Classification cancelled
or changed to _____
AUTN:
By _____
Signature and Grade
Date _____
DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AT 12 YEARS.
DOD DIS SEC 10
UNCLASSIFIED

UNCLASSIFIED

*I omitted com that DD report called a MAFB above me early
for this case! Notes many Canada Mission
to April 21st 1952 period. However called file? & instead of copying nothing and then
Oh, which revealed the they had in view
and from location is "United States"*

I found 5/28/52 (in another file) to come from Bellevue Sedgwick
 where Edelman drops in Michigan ACW dr on July 29 1952