Port Huron, Mich. July 29, 1952 -- Notes made 6/30/69 at WPAFB

Time 0240 to 0300 Z (2140 to 2200 EST on 7/28 evidently. The F94 was with 61st Fighter Interceptor Squadron. Had done 6 practice intercepts on B25, was climbing out to west when the GCI station (Station Avenger) asked him to look for target at 3 o'clock low. None vsble to EJS pilot, but radarman 1st Lt VH got return as Capt EJS started starboard turn. On gaining 360 heading, got lock on which he held for about 30 sec before it jumped lock.

They then pursued it visually for 20 min at 350 IAS (ca 130 miles), with GCI painting both F94 and unknown, and unknown maintaining 6-10 miles ahead.

Both men describe it as giving off colored lights, Capt. EJS saying "the object appeared to be giving off a changing light which had a definite sequance of white, red, and bluish-green.

1st Lt VH closed his signed statement with "From personal experience of study in celestial navigation and 1400 hours as a bombardier, radar observer, and navigator, I have never experienced any sighting like this before."

Penciled note on first sheets (ink-signed by Ruppelt): Probably GCI was CPS6B set at 752d AC&W Sqdn, Empire, Mich.

1.5 sheets carbon copy tagged Case #8 (Robertson?) It gives speed of 550 knots on 360 degree heading, though one would infer 360 kts from maintaining steady lead on F94. Could true speed of F94 be 550 here?

At time of lockon F94 was 20 mi west of Pt. Huron.

The sheet tagged Case 8 says Capella lay in line with flight and appears colored at times. "AT first it was believed that this was what the pilot saw, but when it was established that both the F94 and the UFO were being carried on the GCI scope, Capella became a doubtful suspect. (Indicating the Case 8 is not Robertson No. is fact that this section ends with 1956 comments and a 1956 evaluation of "Aircraft"

Ltr dated 7 Oct 1952 to ATIC from intelligence officer at Selfridge, 61 st FIS, 4708th Defense Wing, gives answers to earlier queries. Gives UFO speed as 550 kts. Says weather balloon was released on time at 0300Z so not balloon.

Ltr 8/4/52 from Selfridge to ATIC upgrades report to secret

Map at back of file shows F94 path heading due N from 20 mi W of Pt Huron to fuel-out point just off Burnt Cabin Point ca 5 miles north of tip of peninsula.

File has raob and winds in back too.