

PROJECT 10073 RECORD CARD

1. DATE 13 Jun 64	2. LOCATION Grand Ledge, Michigan		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 14/0315Z	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 Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE civilian		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 15 seconds	8. NUMBER OF OBJECTS one	9. COURSE stationary	<input checked="" type="checkbox"/> Other Reflection from light on fog <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING See Case File		11. COMMENTS Reflection of car headlights on patch of fog.	

20. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? _____

21. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? 400 ft

22. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane (type)
- e. At sea
- f. Other _____

23. Were you (Circle One)

- a. in the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other Country, gravel road

24. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

24.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

24.2 How fast were you moving? 20 miles per hour.

24.3 Did you stop at any time while you were looking at the object?

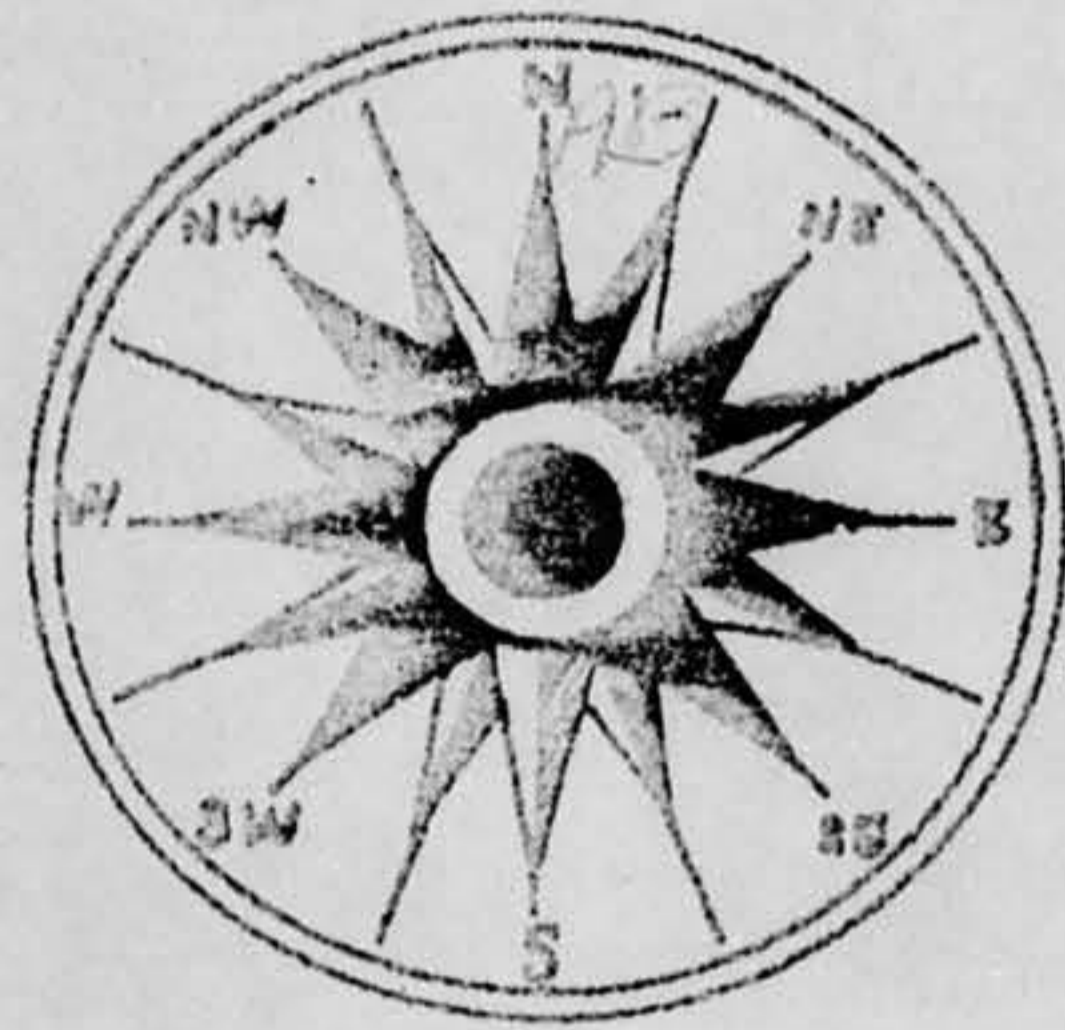
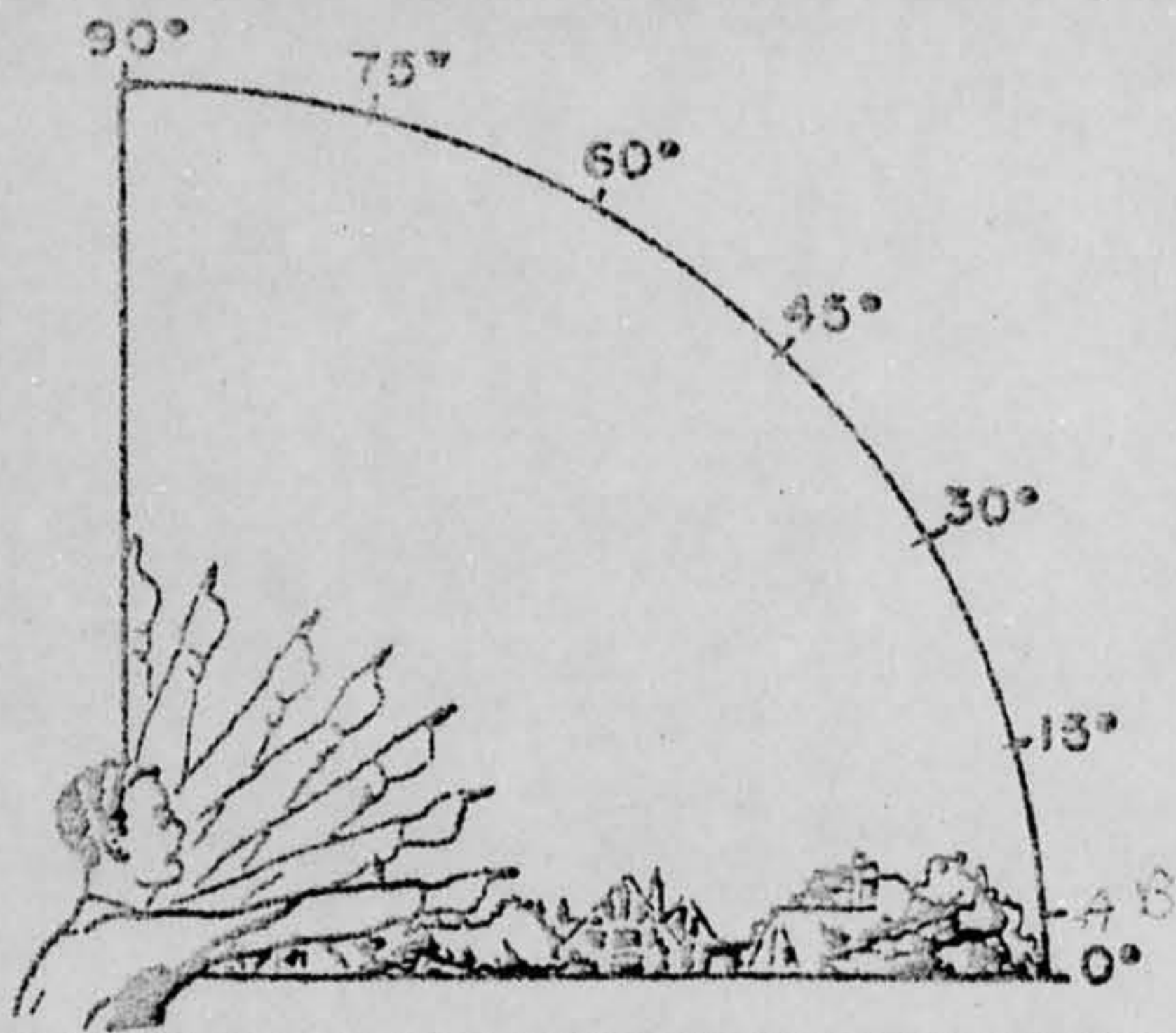
(Circle One) Yes No

25. Did you observe the object through any of the following?

- | | | | | | |
|-----------------|--------------------------------------|-------------------------------------|----------------|-----|-------------------------------------|
| a. Eyeglasses | <input checked="" type="radio"/> Yes | <input type="radio"/> No | e. Binoculars | Yes | <input checked="" type="radio"/> No |
| b. Sun glasses | <input type="radio"/> Yes | <input checked="" type="radio"/> No | f. Telescope | Yes | <input checked="" type="radio"/> No |
| c. Windshield | <input checked="" type="radio"/> Yes | <input type="radio"/> No | g. Theodolite | Yes | <input checked="" type="radio"/> No |
| d. Window glass | <input type="radio"/> Yes | <input checked="" type="radio"/> No | h. Other _____ | | |

26. In order that you can give as clear a picture as possible of what you saw, describe in your own words a common object or objects which, when placed up in the sky, would give the same appearance as the object which you saw.

27. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it. Place an "A" on the compass when you *first* saw it. Place a "B" on the compass where you *last* saw the object.



28. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

29. IF there was MORE THAN ONE object, then how many were there? _____
 Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

30. Have you ever seen this, or a similar object before. If so give date or dates and location.

No

31. Was anyone else with you at the time you saw the object? (Circle One) Yes No

31.1 IF you answered YES, did they see the object too? (Circle One) Yes No

31.2 Please list their names and addresses:

[Redacted]
[Redacted] St
Grand Ledge, Mich.

32. Please give the following information about yourself:

NAME [Redacted] [Redacted] [Redacted]
Last Name First Name Middle Name
ADDRESS [Redacted] GRANDledge MICH.
Street City Zone State
TELEPHONE NUMBER [Redacted] AGE 16 SEX Female

Indicate any additional information about yourself, including any special experience, which might be pertinent.

33. When and to whom did you report that you had seen the object? Michigan State Police
13 6 1960 East Lansing

34. Date you completed this questionnaire:

14

6

1964

Day

Month

Year

35. Information which you feel pertinent and which is not adequately covered in the specific points of the questionnaire or a narrative explanation of your sighting.

The object did not give off rays
of light or any light which would
draw up the surrounding air.

The object was just very bright
then it dimmed, then it came
up and disappeared.

AFTER FIVE DAYS RETURN TO

~~████████████████████~~

~~████████████████████~~

GRAND Ledge, Mich.

~~████████████████████~~



PROJECT Blue Book
CAPT. HECTOR RINTWICK
TPE
WPAFB, OHIO

TIDE

PROJECT
CAPT.
TPE
WPAFB

11

CASE SUPERVISION SHEET

Complaint No. 11-1591-64
File Class No. 5.1
Date of Original Complaint 5-27-64

Nature of Complaint UFO

DATE	OFFICER	ACTION
5-27-64	1. S. [Signature]	MRS [Redacted], [Redacted] (M-99) Eaton Rapids (one mile North of E. Rapids) TX 8535. Called at 9:34 PM reported that for the past 45 minutes she had watched a flashing or rotating red light directly west of her home. It seemed to move from one star north, then back toward this one star. It would be stationary for a couple of seconds, move either up or down then north and back toward that one star. Was far away and high. No sound.
6-5-64	Olmstead	A man by name of [Redacted] reports seeing an object appeared about size of large star only much brighter and traveling extremely fast. appeared to be a couple of miles East of his home and traveling in NW direction. Visible about 1 minute approx. 9:42PM. Disappeared as though someone turned lights off. Sky clear, no clouds. Searchlights in the area but this was much higher. Traveled much faster than any airplane.
6-13-64	10:40P	[Redacted] of [Redacted] 6272948, AND 220 W SCOTT, 6272914 Saw T 10:15P DATE ON ROAD T, JUST OFF SAGINAW LARGE - BRIGHT, FLASHING LIGHT ON TOP - (RUC)

ECHO I EST

ST 01.10 OF JOHN.02 SOUTH OF CITY, 73

ST 01.01 OF JOHN.03 SOUTH OF CITY, 74

ST 01.02 OF JOHN.04 SOUTH OF CITY, 75

ST 01.03 OF JOHN.05 SOUTH OF CITY, 76

ST 01.04 OF JOHN.06 SOUTH OF CITY, 77

ST 01.05 OF JOHN.07 SOUTH OF CITY, 78

ST 01.06 OF JOHN.08 SOUTH OF CITY, 79

ST 01.07 OF JOHN.09 SOUTH OF CITY, 80

110

EXTRACT FROM SGT MOODY'S TRIP REPORT TO LANSING, MICHIGAN

Subsequent to their observation they had received numerous telephone calls from others in the area who had observed or heard the same or a similar object. These included [redacted] children who observed the object, the [redacted] (nearby farmers) who heard the object and described the sound as extremely loud. They received a call from a nurse at the Ingham medical center, who said that she and a maternity patient had observed the object. Also, a Mr [redacted], the Delta Township Fire Marshall, had observed the object that same night.

It should be noted that Mrs [redacted] had a child a few months old and was the one that was awakened by the noise. The noise of the object did not disturb the sleeping child. Also, Mr [redacted] is fire marshall and is attuned to awaken at a bell, siren or telephone.

SIGHTING OF DUSTER RUCKHARDT

Following the interview with Mr and Mrs [redacted], Sgt Moody and Bill Powers proceeded to the Delta Township Fire Barn Station at Canal and Saginaw, Michigan (About three miles East of Grand Ledge), to interview [redacted]. On the night of 25 May at about 0330 Mr [redacted] was awakened by a high pitch, shrill hum. He looked out the window and observed an object over Saginaw Highway. A light coming from the bottom of the object lit up the yard and an area about 1000 feet in diameter. The light went out and proceeded East following a path above Saginaw Highway. For a brief period after the light went out Mr [redacted] could not see the object but followed its flight by the sound. The object sounded like it was climbing. This loss of sight was attributed to the affects of having observed a very bright light. Mr [redacted] gave no estimation on the altitude of the object. The light was sufficiently bright for him to see the ground across the road. From the initial time when he was awakened until the object had disappeared in the East no more than three to four minutes had elapsed. Mr [redacted] also reported that several people in the area had talked with him about hearing the noise and had complained about the noises causing their dogs to become upset.

SIGHTING OF LINDA CAMPBELL AND BONNIE BANCROFT

Following the interview with [redacted] Sgt Moody and Bill Powers proceeded to the home of B [redacted] at [redacted] in Grand Ledge, Michigan for an interview concerning her observation on the night of 13 Jun 64 and carried in the local newspapers on 14 June. During the interview it was apparent that the sighting was not related to those of objects with noise observed during the latter part of May. About 2215 local time on 13 Jun Bonnie and Linda were returning from a party. As they departed in their car they turned onto a road leading

to Saginaw Highway. As they turned onto the road from the driveway both girls observed a light which they thought to be a car coming towards them. However, they realized that it was not a car because there were no bright lights shining towards them. The girls stopped the car and the light stopped. Of particular interest was the description of the light. It was about 5 - 6 foot high and covered width of the road. There was no object observed, just a light with no rays whatsoever. The light did not cast a glow on nearby trees. Total duration of the observation was no more than fifteen seconds. The later portion of about 4 seconds consisted of a one second decrease in intensity when the light dimmed, two seconds staying dimmed and one second getting brighter again. At this time the light disappeared completely. The strange light frightened the girls and they went home and reported their observation to their parents. It was decided that a visit to the scene would be helpful. Sgt Moody and Mr Powers were accompanied to the scene by [REDACTED] parents and both observers. It was determined that the shape of the object conformed with an opening in the trees through which the road passed. Adjacent to this opening was a small body of water with vegetation. Distances were measured from the car to the objects location where it first appeared and where it stopped, as well as the distance where the car turned on to the road and was stopped. Measurements of the distance that the car lights beams ended on the road were not taken. The theory that the sighting was a reflection of the car lights on fog developed. Sgt Moody planned to return that night if weather conditions remained the same, to determine if this was the presence of ground fog from this pond.

INVESTIGATIVE INFORMATION

From the Grand Ledge sighting of [REDACTED] and [REDACTED] Sgt Moody proceeded to Capitol City Airport near Lansing, Michigan. Contact was made with Abrams Photo Service and was informed that no night missions were being flown locally during the period of unusual observations in the Lansing Area.

The FAA was contacted regarding local flights on the night of May 22nd and information on Turbo Prop aircraft operating in the area obtained. General Motors has three Turbo Props, Convair Model 54, Twin Engine. These Planes did not fly during the period in question. United Airlines as one Turbo Prop flying scheduled flights. This did not coincide with the reported sightings. No Turbo Props in the area around 0300 am. An Army Mohawk Turbo Prop flying an occasional VFR mission. None were noted at FAA logs. Only one flight was contained on the FAA logs and this flight directly arrived at 2054 local and departed Lansing at 0154 local, flight Number was FLAY 09, C-119 on local flight to South Bend, Indiana, home station Selfridge AFB.

FID (TDEW)
Wright-Patterson AFB, Ohio
15 July 1964

Misses R. [REDACTED]
and [REDACTED]
[REDACTED]
Grand Lodge, Michigan

Dear [REDACTED] and [REDACTED],

I must apologize for not writing sooner. I have been so busy that I have not even had a chance to write up my trip report to Lansing and the surrounding area.

Your sighting was so intriguing that I must surely owe you some explanation as to what conclusion has been reached.

Following our discussion of the sighting with you I obtained the weather data from the airport at Capitol City for the night of your sighting. I had hoped that the weather would not change but as you know we got rained out the following night and conditions were no longer the same.

Essentially our theory as to the cause of this sighting is as follows. While it cannot be proven it does represent a very logical explanation for what might have happened and as far as we can determine nothing conflicts with our analysis. As you turned your car from the driveway into the road the lights focused upon a patch of fog from the marshy area to the right of the road leading back towards town. Your initial impression of any light source would naturally be that of a car coming toward you down the road. However, when no lights were shining towards you, you would of course realize that this could not be the cause. Of particular interest is your description of the light. Basically the light did not cast reflections on the surrounding trees or road in front of its location. It was not a bright light. Its shape conformed with that of the opening in the trees through which the road passed. The notion of this object believed to be approaching you can be explained in terms of a shortening of distance from your car to the light as your car approached the fog bank. It would, of course, make the light increase in brightness (intensity) and give the

It was learned that the FAA in Lansing turned over control of flight operations to Detroit center on the night of 22 May between 0200 and 0300 for a classified military operation. Roger Snowberger was the tower operator. Sgt Moody went to interview Mr Snowberger the following afternoon at 1500 when he came on duty.

Local weather data was obtained for 13 June and used in the Bancroft Campbell sighting.

Discussion with the tower operators James Mackey on UFO's and the sightings in the area revealed that many calls are received by the tower operator. The operator usually explains the observation to the caller in terms of a known aircraft, weather balloon or one of the stars or planets. The tower at Capitol City Airport has an unobstructed view of the entire area.

At 0200 am 15 Jun 64 Sgt Moody returned to the motel.

D

10. [REDACTED] On 13 June, 1964, at about 2215 hours, [REDACTED], [REDACTED], Grand Ledge, Michigan, and [REDACTED], of [REDACTED], Grand Ledge, both fifteen or sixteen years old, were at a party on B [REDACTED] Road about one half mile off Saginaw Highway, between Grand Ledge and Lansing. They were leaving the party, and Miss [REDACTED] was driving, with Miss [REDACTED] beside her in the front seat. The car had just pulled out of the driveway and was about to head north toward Saginaw when both girls thought they saw approaching headlights. The light came closer, and it was apparent that it was not a car, but a large glowing shape which filled the road from side to side. Miss [REDACTED] stopped the car, when she saw that the object had stopped. It appeared to glow with a very white light for a few seconds, dimmed considerably, but smoothly, and then rose again to maximum brightness for several seconds. It then disappeared, without moving. While it was shining, it seemed as if there were light inside it, that couldn't get out, according to the girls. They could not see the road through it, or cars passing by on Saginaw Road through the small opening that was visible about half a mile away. Right after the object disappeared, cars could be seen passing, as well as a neon sign on a distant bowling alley.

Investigators visited the scene with the girls and Miss [REDACTED] parents. The girls showed where several of the boys from the party had looked for traces and thought they had seen marks in the grass and on the ground. The girls, who were very frightened, had not looked themselves, and it was dark at the time, so the boys had not been sure whether they found anything or not.

The location of the glowing object was found to be about 475 feet from the place where the car was stopped; the headlights on low beam (as they had been) shone on the road about 100 feet in front of the car. The estimated original position of the object when first seen was about 150 feet farther north on Broadbent,

toward Saginaw highway, or 625 feet away plus the 90 feet the car moved before stopping.

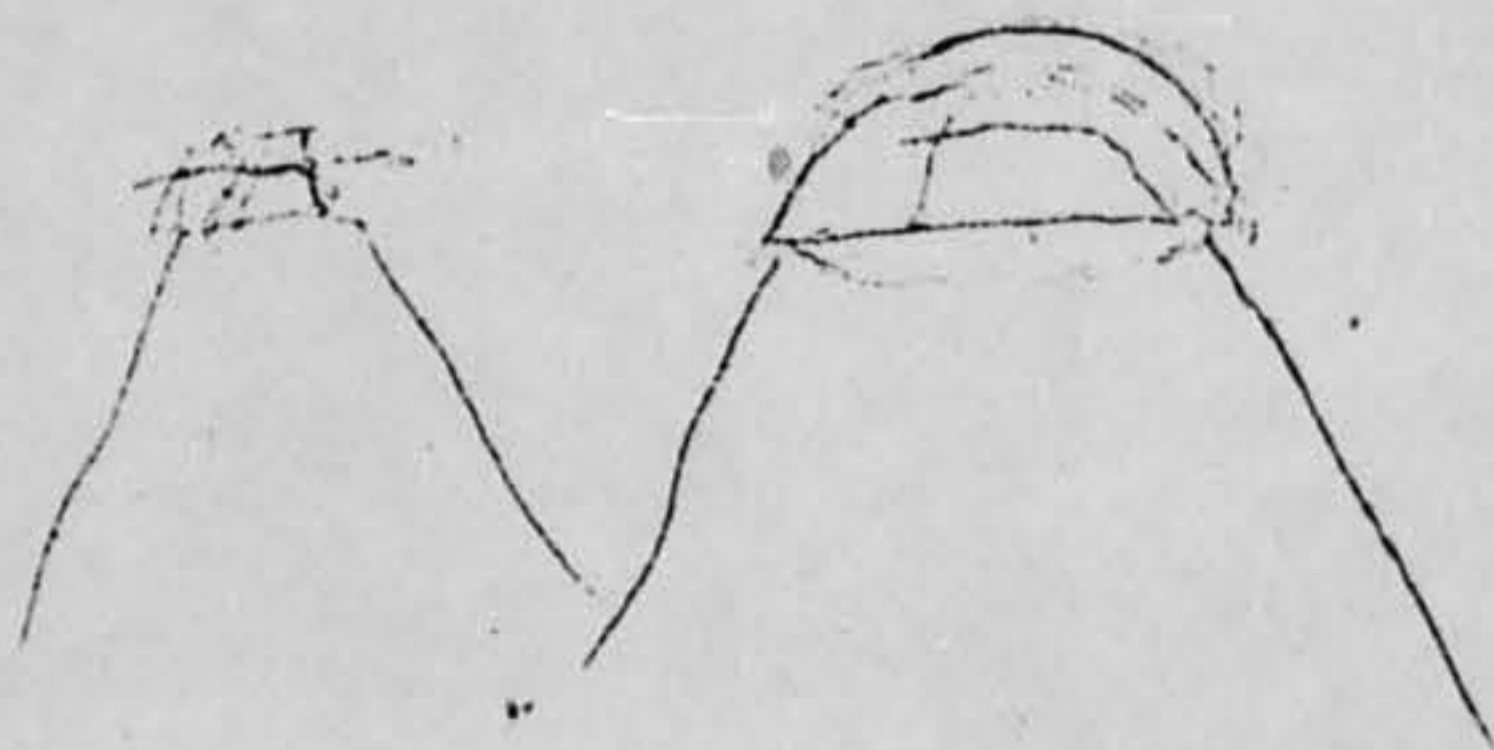
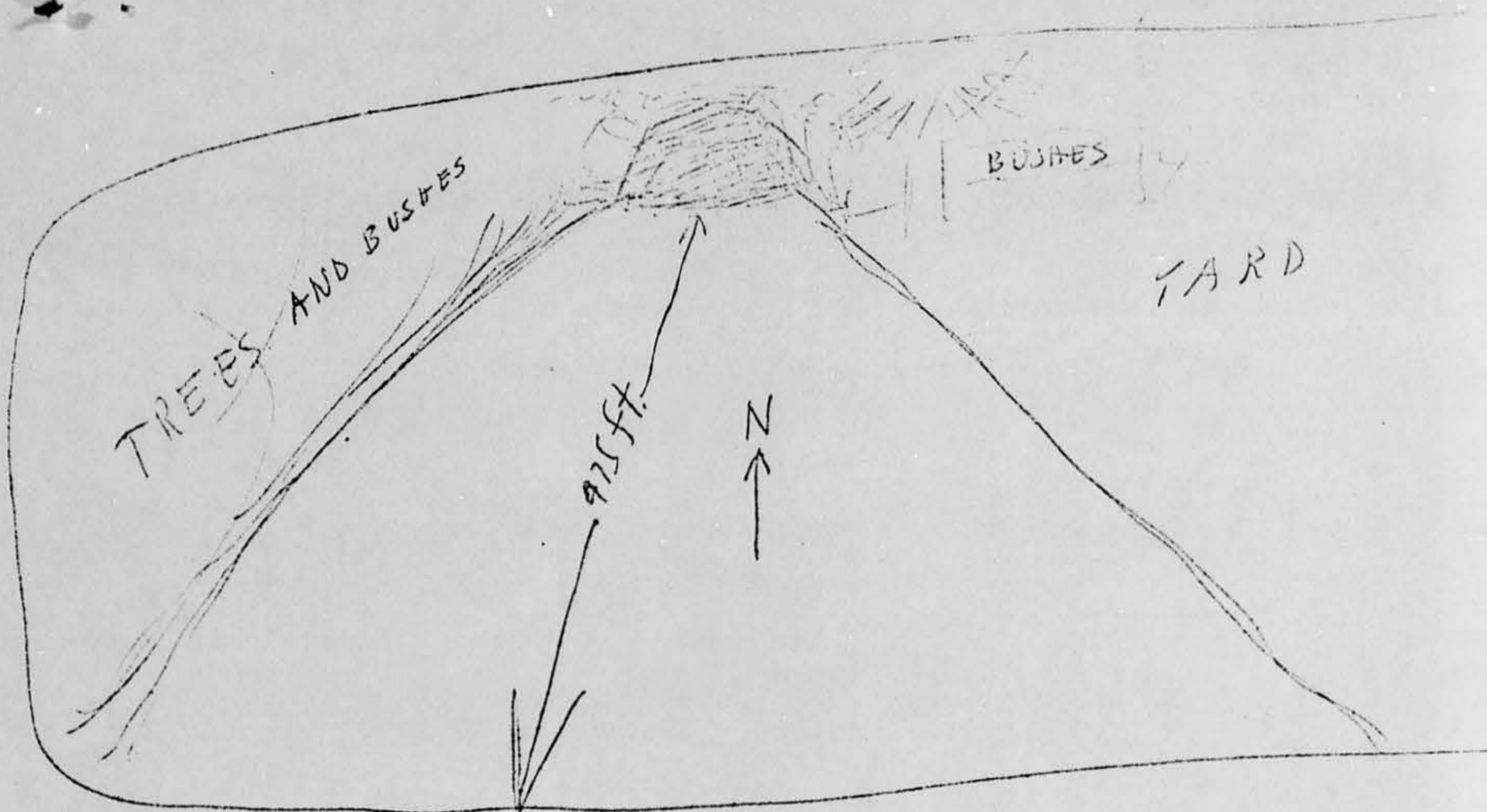
Investigators found no traces of anything unusual on the road over a distance of about 0.2 mile. There were some faint hoofprints from horses, and some marks where a car's tire had spun and kicked up some loose dirt (the road was graded but not paved). This tire-mark may have been what the boys saw, or may have been made by their own car as they returned south down the road.

The other investigator, Sgt. Moody, is pursuing the matter further, since just beyond the dense bushes lining both sides of the road, on the south side, standing water was noticed, near the spot where the object was supposed to have been, on the east side of the road. It was thought that some fog might have blown across the road and might have been illuminated by reflection from the headlights. The shape of the object, drawn before the field trip to the location, corresponds very closely to the opening that can be seen between and under the bushes and trees that partially overhang the road. Anything beyond and larger than this space, such as a drifting cloud of fog, would, of course, take on the shape of the opening, flat on the bottom and a slightly flattened dome on top. If possible, Sgt. Moody-hopes to experiment with headlight reflections on any fog that might appear, or at least determine if fog does arise shortly after dark.

The girls possibly saw a patch of fog drifting across the road; if that is not the case, no other interpretation other than the description itself can be offered.

The girls gave every indication of believing their story to be true, and their parents verified that they had appeared very frightened that night.

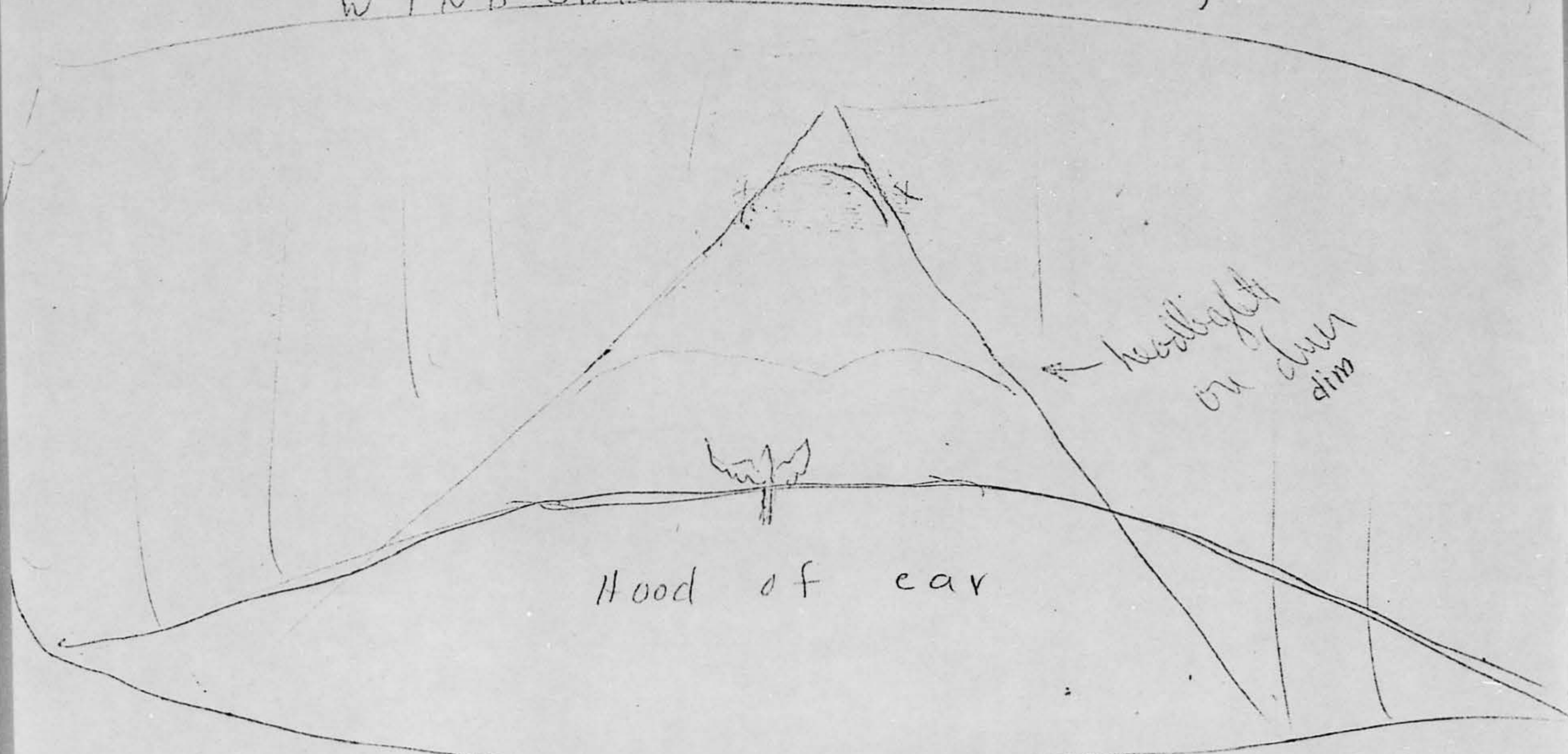
10. [REDACTED]. 2215 EST, 13 June 1964. Two teenage girls leaving party via dirt country road lined with undergrowth saw white dome-shaped object approach down road, stop. Object was bright, dim, bright, and gone. Not transparent or translucent. Filled opening in growth around and over road, so may have been patches of fog from swamp water just off road near position of "object." Investigation to be completed by Sgt. Moody.



~~_____~~ - ~~_____~~ ft.
drawing made by WTP
at scene, based on
measurements + description

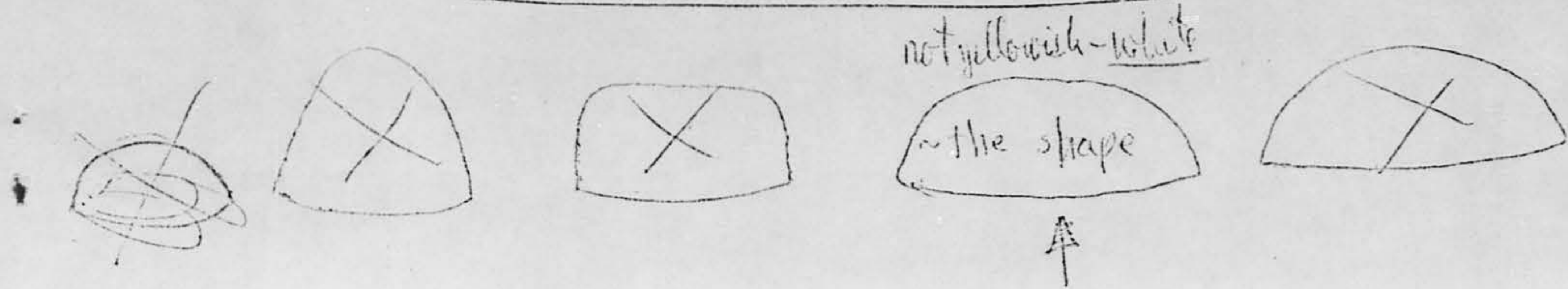
Drawn before visiting scene
by investigator (WTP); witnesses placed
object on drawing

WIND SHIELD



Hood of ear

highlight
on dull
dim



not yellowish-white

~the shape



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U.S. DEPARTMENT OF COMMERCE - WEATHER BUREAU											STATION			
SURFACE WEATHER OBSERVATIONS											LANING FUEL AIRPORT			
											DATE			
											JUN 2 1964			
Type	Time (LST)	Sky and ceiling (Character of Fecc)	Visibility (Statute Miles)		Weather and obstructions to vision (10)	Sea level press. (100)	Temp. (10)	Dew pt. (10)	Wind			Altimeter (200)	Remarks and supplemental coded data (11)	Obs. or 999 (100)
			Surface (11)	Temp. (11)					Dir. (11)	Speed (11)	Change (11)			
R	055	0	7			105	67	34	21	06		985	503 87	
R	058	0	7			103	67	63	22	05		984		
R	059	0	7			104	67	63	24	05		984		
R	059	1-0	6		GF	100	67	63	24	04		983	803 1001	
R	058	1-0	3	3	GF	101	67	63	25	05		984		
S	057	4-00	2 1/2	2 1/2	GF				15	04				
R	058	1-0	3	3	GF	106	67	63	25	04		985		
R	059	1-0	4		GF	110	73	66	26	07		986	310 1006 66	
R	059	1-0	4		H	115	76	69	17	07		989		
R	059	1-0	7			110	81	67	28	10		986		
S	059	1-0	10			107	85	65	27	12		985	803 1006	
R	059	1-0	12			107	87	61	27	12		986		
R	059	4-00-0	15			105	87	59	27	12		985		
R	059	1-0	16			107	91	55	28	15 21		986	003 1106 66	
R	059	600/0	15+			110	90	51	28	16 22		987		
R	060	0	15+			116	90	50	27	14 62		988	FEW CU	
R	060	600	15+			116	91	49	27	18 65		988	107 1200 FEW ONTS	
R	060	1-0	15+			115	89	49	30	15		988		
R	060	1-0	15+			115	87	51	29	11		987		
R	060	1-0	15+			113	84	54	32	07		987	203 1001 93	
R	060	1200/10	10			111	81	54	30	04		987		
R	060	6100	15+			116	78	53	29	03		988		
R	060	6100	15+			123	70	50	29	02		990	512 1070	
R	060	6100	15+			123	71	50	30	00		991		
R	060	6100	15+			120	71	50	29	02		991		

FORM 10-3
(10-1-59)

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION

LANSING, MICH. AIRPORT

DATE

JUN 13 1954

TIME (L S T)	STATION PRESSURE (INS)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	PRESSURE TENDENCY	NET 3-HR CHANGE	SUN SHINE (MINUTES)	PRECIP- ITATION (INCHES)	
						LOWEST LAYER			SECOND LAYER			SUMM TOTA TOTAL	THIRD LAYER			FOURTH LAYER							
						AMT.	TYPE & DIR.	HEIGHT	AMT.	TYPE & DIR.	HEIGHT		AMT.	TYPE & DIR.	HEIGHT	AMT.	TYPE & DIR.						HEIGHT
00	28.910	69		84	0 0				0			0 0			0 0			0	5	.010			
01	28.915	68		84	0 0				0			0 0			0 0			0					
02	28.920	68		84	0 0				0			0 0			0 0			0					
03	28.910	67		87	2 2	CI	1	0				2 0			2 0			0	8	.010			
04	28.915	67		87	3 3	CI	1	0				3 0			3 0			1					
05	28.915	67		87	6 6	CI	1	0				6 0			6 0			2					
06	28.910	73		79	7 7	CI	1	0				7 0			7 0			2	9	.010			
07	28.915	76		74	5 5	CI	1	0				5 0			5 0			1					
08	28.910	81		63	6 6	CI	1	0				6 0			6 0			2					
09	28.930	85		51	6 6	CI	1	0				6 0			6 0			1	8	.010			
10	28.940	87		42	4 4	CI	1	0				4 0			4 0			1					
11	28.940	89		35	4 1	CU	40	CI	1	0		4 0			4 0			2					
12	28.940	91		30	3 0	CU	60	CI	1	0		3 0			3 0			1	0	.010			
13	28.950	92		25	2 1	CU	60	CI	1	0		2 0			2 0			2					
14	28.960	92		24	0 0	CU	60	0				0 0			0 0			0					
15	28.960	91		24	1 1	CU	60	0				1 0			1 0			1	1	.090			
16	28.955	89		25	1 1	CI	1	0				1 0			1 0			1					
17	28.955	87		29	5 5	CI	1	0				5 0			5 0			3					
18	28.950	84		36	6 6	CI	1	0				6 0			6 0			2	7	.010			
19	28.945	81		40	7 1	AC	120	CI	1	0		7 0			7 0			5					
20	28.960	76		48	7 7	AC	150	0				7 0			7 0			7					
21	28.985	74		53	8 8	AC	150	0				8 0			8 0			8	3	.025			
22	28.990	71		57	8 8	AC	150	0				8 0			8 0			8					
23	28.990	71		59	8 8	AC	150	0				8 0			8 0			8			858		

SYNOPTIC OBSERVATIONS

appearance of coming toward you when in reality it was stationary. When you stopped the car the motion which you had attributed to the light also stopped. The light now had a constant brightness since your car was no longer moving. Again, the shortening of the distance of your car to the fog bank and the increased strength of the car lights shining into the fog both add to the impression that the light was approaching when in reality it was stationary. Also, the dimming of the lights occurred within seconds of its disappearance and the total duration of the sighting was only 15 seconds. The dimming can quite logically be explained in terms of decrease in the amount of fog and an increase in its thickness just prior to disappearance (more fog - more light, less fog - less light).

Weather conditions were discussed at length with Major Mills, FTD Liaison Officer from the Air Weather Squadron, and complete weather records for the area were obtained from the U S Weather Bureau at Asheville, North Carolina. A close examination of these records indicated that this theory is entirely plausible. We discussed possible formation of ground fog and steam from the swamp adjacent to the road. I do not know the size nor the depth of the water, however, there were cattails and other vegetation conducive to holding the weather temperature at a higher level than would occur with open water. The conditions for forming fog or steam from this area were excellent. The temperature dropped from above 90° in the afternoon to below 70° during the late evening (time of sighting). Also, there was no wind. This would allow the steam or fog to build up and remain in the area while still dissipating. A sudden breeze could now blow this fog across the road. Since the time was too early for continued formation of heavier fog this condition would be short-lived and all of the fog dissipated during that period when the wind first began to blow. The weather report indicates extensive ground fog throughout the night. However, this occurred several hours after you observed the light.

In addition to the weather conditions and location of the marsh adjacent to the road, the following factors are in accord with this theory:

- a. Patch of light conforming with the opening in the road.
- b. Brief duration of sighting.
- c. The road itself being a light colored gravel which would reflect the beams of your car lights into the opening in the trees at a height and distance consistent with the light which you observed.
- d. The light being at a distance coincidental with the marsh area.

- e. The apparent approaching of the light being attributed to the motion of your car.
- f. The approach of the light stopping when the car was stopped.
- g. The dimming of the light occurring just prior to its disappearance.

We can find no reason to think that this was not the case.

During our brief visit to Lansing we interviewed more than twenty witnesses to various sightings. Both Bill and I were quite impressed by the accuracy with which you and Bonnie reported the details of the sighting. Many witnesses have little or no concept of time, distance, direction and even a general description of the object which they have sighted. This is particularly so when they are frightened or when there are other unusual circumstances or conditions surround the observation.

When I find time to write up the Lansing sightings your case will be in Air Force Files with an evaluation of Other (Reflection of Lights on Fog). I hope that in some way this explanation of what you might have observed is some consolation to you. I must admit that this was a very puzzling and perplexing observation. I wish that I could offer something more concrete in the way of an explanation. Again Bill and I thank you for your patience with us and the courtesy extended to us during our investigation of your most unique observation.

Sincerely,

DAVID N MOODY
TSgt, USAF

cc: Bill Powers

TAB

- A FTD FORM 164
- B POLICE REPORT
- C EXTRACT FROM SGT MOODY'S TRIP REPORT
- D EXTRACT FROM BILL POWERS REPORT
- E LOCAL WEATHER DATA

11

U.S. AIR FORCE TECHNICAL INFORMATION

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

13 6 1964
Day Month Year

2. Time of day: 10 15
Hour Minutes

(Circle One): A.M. or P.M.

3. Time Zone:

(Circle One): a. Eastern
 b. Central
 c. Mountain
 d. Pacific
 e. Other _____

(Circle One): a. Daylight Saving
 b. Standard

4. Where were you when you saw the object?

Nearest Postal Address GRAND LEDGE Eaton County
City or Town State or County

5. How long was object in sight? (Total Duration)

Hours Minutes 15
Seconds

a. Certain c. Not very sure
 b. Fairly certain d. Just a guess

5.1 How was time in sight determined? _____

5.2 Was object in sight continuously? Yes No _____

6. What was the condition of the sky?

DAY NIGHT
a. Bright a. Bright
b. Cloudy b. Cloudy

7. IF you saw the object during DAYLIGHT, where was the SUN located as you looked at the object?

(Circle One): a. In front of you d. To your left
b. In back of you e. Overhead
c. To your right f. Don't remember

8. IF you saw the object at NIGHT, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
 b. A few
 c. Many
 d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
 b. Dull moonlight
 c. No moonlight - pitch dark
 d. Don't remember

9. What were the weather conditions at the time you saw the object?

CLOUDS (Circle One):

- a. Clear sky
 b. Hazy
 c. Scattered clouds
 d. Thick or heavy clouds

WEATHER (Circle One):

- a. Dry
 b. Fog, mist, or light rain
 c. Moderate or heavy rain
 d. Snow
 e. Don't remember

10. The object appeared: (Circle One):

- a. Solid *bright light*
 b. Transparent
 c. Vapor
 d. As a light
 e. Don't remember

11. If it appeared as a light, was it brighter than the brightest stars? (Circle One):

- a. Brighter
 b. Dimmer
 c. About the same
 d. Don't know

11.1 Compare brightness to some common object:

12. The edges of the object were:

- (Circle One): a. Fuzzy or blurred
 b. Like a bright star
 c. Sharply outlined
 d. Don't remember

e. Other *no definite*

13. Did the object:

(Circle One for each question)

- | | | | |
|---|--------------------------------------|-------------------------------------|----------------------------------|
| a. Appear to stand still at any time? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| b. Suddenly speed up and rush away at any time? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| c. Break up into parts or explode? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| d. Give off smoke? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| e. Change brightness? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| f. Change shape? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| g. Flash or flicker? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| h. Disappear and reappear? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |

14. Did the object disappear while you were watching it? If so, how? *Yes*

It was quickly obscured by clouds and you lost sight of it.

15. Did the object move behind something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

16. Did the object move in front of something at any time, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what in front of: _____

17. Tell in a few words the following things about the object:

- a. Sound *No sound*
 b. Color *Bright white light*

18. We wish to know the angular size. Hold a match stick at arm's length in line with a known object and note how much of the object is covered by the head of the match. If you had performed this experiment at the time of the sighting, how much of the object would have been covered by the match head?

19. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

Object

2000 ft. altitude