1. DATE - TIME GROUP 17 Feb 53 18/0304Z	**2. LOCATION** Port Austin, Mich.
3. SOURCE AC&W Personnel	**10. CONCLUSION** Astro (VENUS) Visual. Unidentified-Radar
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Radar - 17 Min. Visual - 5 Min.	**11. BRIEF SUMMARY AND ANALYSIS** Object continously changing from red to white was observed visually 5 min moving at slow speed on a S heading. Object was picked up by radar and was observed 17 min on same course as seen visually. This is a good report. Seen simultaneously by visual observation & radar for 5 and 17 min respectively. Radar station sent request for AF Form 112 and Electronics Data Sheet. Object combination of radar and Venus. Radar track 180°. Visual observation at 270°.
6. TYPE OF OBSERVATION Ground-Visual Ground-Radar	
7. COURSE S	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

[redacted]

Port Austin, Michigan UNCLASSIFIED 17 February 1953

I. Description of Incident

At 2204 EST an unidentified aerial object was sighted visually by members of an AC&W Squadron at Port Austin. The object was eight to ten miles northwest of their station at an estimated 100' above the horizon. It appeared to be larger and brighter than a star and other than changing color, there were no unusual features visible. The object was moving south at a low rate of speed and eventually faded out completely after becoming much less bright in intensity. This object was viewed visually from 2204 EST for five minutes until 2209 EST.

At 2208 EST, the observers tracked the object on a search radar set. Position of the object on the radar set was 300° moving in a 180° course at 55 knots. The object was observed at 2208 EST for 17 minutes until 2225 EST. No height finding equipment was available at point of observation, but the observers estimated the altitude at 1000' from the radar returns. Weather conditions at time of sighting were: visibility and ceiling - unlimited, with moderate winds from the west.

II. Discussion of Incident

The possibility of the reported object being a balloon was checked by the reporting officer. The nearest balloon launch station is at Waukegan, Michigan, which is 140 miles from Port Austin. A piball type balloon was released from Waukegan at 0300Z. It is not likely that this balloon caused the sighting because the object in question was sighted at 0304Z.

Both the visual and electronic sightings were made by the same personnel, consisting of two officers and three airmen. All of these men have three or more years experience in radar. A radar scope camera was installed, but was not in operation at the time of sighting.

No known meteorological disturbances or activity existed at the time of sighting, or at any time that day.

After checking with surrounding bases and flight plan sources, it was found that there were no known aircraft in the general area.

The planet Venus is very low on the northwest horizon at this time of year and is easily seen. This fact might explain the visual sighting, but Venus will not show on a radar scope.

Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting. Until this information is received, this report is carried as unknown.

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

III. Conclusion

Unknown.

Note - Weather charts giving temps + dew point v.s. alt., winds aloft, temperature inversions, etc. have been requested (many) and further analysis by Electronics specialists pending their return.

L.C.

[redacted]

ACTION

27 Jun 53 17 34z

RA14SO

WPB141

CBB130

JEDBW 26

RR JEDWP

DE JEDBW 33

R 271422Z

FM COMDR 754TH AC&W SQ PORT AUSTIN MICH

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

OPS Ø734 PD

1953 JUN 30 09:19

IT IS BELIEVED THAT NO HELICOPTERS PRESENT IN THIS AREA ON 17 FEB 53

AT TIME OF UNIDENTIFIED OBJECT SITING BY THIS ORG PD INVESTIGATION

INDICATES NO TRAFFIC IN AREA AT ALL DURING SUBJ PERIOD PD

27/1500Z JUN JEDBW

E. Atta
3. Atte.
4. C. files

This probably eliminates the answer of helicopters

cy!

35

1. Atic
2. Ate
3. C files

Multiple

-2 MAR 195314 38 Z 1 MAR 53 08 10 Z

R.T

ATIC

INFOR INFOR

09:00

ACTION

RC18

WPE341

YDC818I

CBA818

12 West Austin Mich

1/3 part

[redacted]

UNCLASSIFIED

UNCLASSIFIED

WATCHED FOR FIVE MINUTES VISUALLY PD SPEED OF OBJ ESTIMATED AT FIFTY TO SIXTY KNOTS PD WEATHER CONDITIONS DURING OBSERVANCE WERE CLN CEILING AND VIS CMA UNLIMTED SMCLN TEMPERATURE TWENTY EIGHT DEGREES EST SMCLN AND WINDS MODERATE FROM WEST PD LAST VISUAL OBSERVANCE AT TWO TWO ZERO NINE EASTERN STANDARD TIME PD LAST RADAR PLOT AT TWO TWO FIVE PD NO KNOWN TRAFFIC IN AREA DURING OBSERVANCE OF OBJ PD NO INTERCEPTIONS ATTEMPTED PD END

28/1645Z FEB JEDBW

[redacted]

cy!

YMB322

JEDBW 17

PP JEDEN JEDWP JEPHQ JEPNB 444

DE JEDBW 119

P 2815302 ZNJ

FM CO 754TH AC&W SQ PORT AUSTIN MICH

TO JEPHQ/ DIR OF INTELL HQ USAF WASH DC

JEDWP3/ AIR TECH INTEL CNTR WRIGHT PATT AFB OHIO

JEDEN/ CG ADC ENT AFB COLO SPRGS COLO

JEPNB/ CG EADF STEWART AFB NEWBURGH NY

ZEN/ CG 30TH ADIV DEF WILLOW RUN APRT BELLEVILLE MICH

/ [redacted] / ATTN CLN DIR ON INTELL INT 3274 PD FLYOBRPT

PD AT TWO TWO ZERO FOUR EASTERN STANDARD TIME ONE SEVEN FEBRUARY ONE

NINE FIVE THREE AN UNIDENTIFIED FLY OBJ WAS OBSERVED VISUALLY BY PERS

OF SEVEN FIVE FOUR ALFA COCOA AND WHISKEY SQUADRON CMA PORT AUSTIN

MICH PD IT WAS OBSERVED TO BE RED CHANGING COLOR TO WHITE AND RED

AGAIN PD OBJ WAS MOVING AT SLOW RATE OF SPEED ON A SOUTHERN HEADING

PD AT TWO TWO ZERO EIGHT EASTERN STANDARD TIME AN UNIDENTIFIED OBJECT

WAS DETECTED IN SAME VICINITY OF VISUAL SIGHTING ON RADAR PD OBJ HAD

SAME GENERAL SPEED CMA ALTITUDE AND HEADING CHARACTERISTICS PD OBJ WAS

TRACKED FOR ONE SEVEN MINUTES BY RADAR BEFORE DISAPPEARANCE AND

1) Combined Text Radar & Visual

2) Send R. Quest.

2204 EST

17 Feb 53

754 AC&W

2208

Visual : 2204 To 2209 EST

Radar : 2208 To 2225 EST

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

UNCLASSIFIED

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CO 754TH ACSW SQ FORT AUSTIN MICH

INFO:

DATE-TIME GROUP: 051530Z MAR 53

SECURITY CLASSIFICATION: [redacted] RESTRICTED

PRECEDENCE FOR: ACTION: ROUTINE INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION: IMT 0274 CLASSIFICATION: [redacted]

FROM: AFOIN-ATIAE-3-1-5

The Air Technical Intelligence Center acknowledges receipt of your message concerning 17 Feb 53 visual-radar sighting of an unidentified aerial object. Request that you complete and forward AF Form 112 covering the incident as per AFL 200-5. Electronics Data Sheet is being sent to you under separate cover.

Suggest further check on local air traffic as ATIC feels this is a possible cause of sighting.

In reply cite Project Blue Book.

COORDINATION:

ATIAE-5 File

UNCLASSIFIED

[redacted]

SECURITY CLASSIFICATION [redacted] PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Lt R.M. OLSSON/vs

RELEASING OFFICER'S SIGNATURE: ROBERT G. EMONS, MAJOR, USAF

SYMBOL: ATIAE-5

TELEPHONE: 65365

OFFICIAL TITLE: AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—68923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

10 MAR 1953 12 37 Z

ACTION

10 MAR 53 02 48 Z

UNCLASSIFIED

1. ata
2. ata
3. C. files

RA Ø32
WPA Ø39

CBA Ø4S
YMB Ø32
JEDFJ AØ42

1953 MAR 9 22 22

Max - references previous wire sent
via Ayr

RR JEDWP JEDBW 222

DE JEDFJ 33C

-R Ø915ØZ

FM CO 754TH AC&W SQ PORT AUSTIN MICH

TO JEDWP/AIR TECH INTELL CENTER WRIGHT PATTERSON AFB OHIO

ATTN: ATIAA-2C

INFO JEDBW/CG 3ØTH ADIV DEF WILLOW RUN APRT BELLEVILLE MICH

ATTN: DIR OF INT

[redacted] INT Ø3Ø4 PD PROJECT BLUE BOOK PD REF

UR MSG AFOIN-ATIAE-3-3-E CMA DTD 05 MAR 53 PD AF FORM 112 FORWARDED

UR HQ IAW AFL 2ØØ-5 THRU CG 3ØTH ADIV DEF ON SAME DATE AS MSG PD

INTO OFF HQ 3ØADIV DEF ADVISES AF FORM 112 HAS BEEN FORWARDED TO UR

HQ PD FURTHER CHECK OF AIR TRAFFIC IN AREA SHOWS NO RADAR TRACK

NOR FLIGHT PLAN FOR ANY A/C IN AREA AT TIME OF SIGHTINGS PD AWAITING

RECEIPT OF ELECTRONICS DATA SHEET PD

Ø9/16ØØZ MAR 53 JEDFJ

UNCLASSIFIED

Cy

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION) UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
754th AC&W Squadron Port Austin, Michigan	IR-12-53	

1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John T Mandinec and 2nd Lt Harold S Eagle. The object changed in color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible. The object appeared to be moving south at a very slow rate of speed. Eventually it faded out completely after becoming smaller and much dimmer. At 2208 EST, 17 February 1953, 2nd Lt Eagle detected an unidentified target on the search radar equipment. The target was moving on a course of 180 degrees at 55 knots. It did not have any unusual characteristics except the speed, which was slow.

2. Object was first sighted at 2204 EST, visually for 5 minutes until 2209 EST, 17 February 1953. Detection time on radar was 2208 EST for 17 minutes until 2225 EST, 17 February 1953.

3. Object observed visually from ground and electronically by search radar. Type of radar was AN/FPS-3, upper beam only, (1297 megacycles).

4. Observers who sighted object were at 754th AC&W Squadron, Port Austin, Michigan; Longitude 83 degrees West; Latitude 44 degrees 02 minutes 22 seconds North; Elevation 646.75 feet MSL. Radar equipment located at same position. Object was sighted visually approximately 8 to 10 miles West Northwest of station, estimated 100 [illegible] above horizon. Location of radar track was 9 miles at 300 degrees. Grid coordinates of station are HQ 0202 and target was at GQ 4904. No height finder equipment is available but estimate of altitude using calibration data showed target to be at approximately 1,000 feet.

5. Observers of object, 2nd Lt Harold S Eagle and A 1C John T Mandinec are considered fully reliable and experienced. 2nd Lt Eagle has approximately 7 months experience as an aircraft controller and A 1C Mandinec has three years experience as an aircraft control and warning operator. Radar maintenance personnel declared all equipment fully operational with no evidence of any type of interference present.

6. Weather and conditions at time target was sighted and visible were; visibility and ceiling unlimited; temperature approximately 28 degrees Fahrenheit; moderate winds from west.

7. No known meteorological or other disturbances or activity existed at that time or at any time during 17 February 1953.

8. No physical evidence was available. Radar scope camera was inoperative at that time.

9. ADCC was notified, surrounding stations were contacted, and flight plan sources were checked, but no identification could be obtained. No interception was attempted.

10. No other aircraft were known to be in general area of object throughout period it was observed by personnel of this organization.

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] 754TH AC&W SQUADRON
[redacted] COMMANDING OFFICER
DATE: 28 FEB 1953

COUNTRY	REPORT NO.	(CLASSIFICATION)
U.S.A.	IR-12-53	UNCLASSIFIED WEM

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
FLYOBRPT, Report of Unidentified Flying Objects

AREA REPORTED ON	FROM (Agency)
Lake Huron and Northeast Michigan	754th AC&W Squadron, Port Austin, Michigan

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
27 February 1953	17 February 1953	B-3

PREPARED BY (Officer)	SOURCE
Captain Wayne E Mason	Personnel of the 754th AC&W Squadron

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFL 200-5, 29 April 1952

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.)

1. The following report is submitted on the observance of an unusual flying object by personnel of the 754th AC&W Squadron, Port Austin, Michigan. Personnel concerned report having observed this object by visual means at 2204 EST, 17 February 1953, and by electronic means at 2206 EST, 17 February 1953.

2. True identity of this object remains unknown. Investigation of reports failed to disclose further details or information or any falsified or imaginative information as reported by personnel concerned.

APPROVED:

Wayne E Mason
WAYNE E MASON
Captain, USAF
Commanding Officer

COMMENT, Dir of Intel 30th ADiv:

Value of report questioned. Forwarded intact for further evaluation and disposition as deemed appropriate.

DELMONT L. DeGONIA
1st Lt, USAF
Ass't Director of Intel

4 INCLS.
1. Overlay of track
2. Extract of Recorders' Log
3. Narrative - Lt Eagle
4. Narrative - A 2C Mandinos

DISTRIBUTION BY ORIGINATOR

1 CY - ADC, ENT AFB, COLORADO

[redacted]

754TH AC&W SQUADRON
AUTH.: COMMANDING OFFICER
DATE: 28 FEB 1953
INITIAL: WEM

UNCLASSIFIED

* * * * * * * * * * * * * * * * * * * EXTRACT OF RECORDERS' LOG * * * * * * * * * * * * * * * * * *

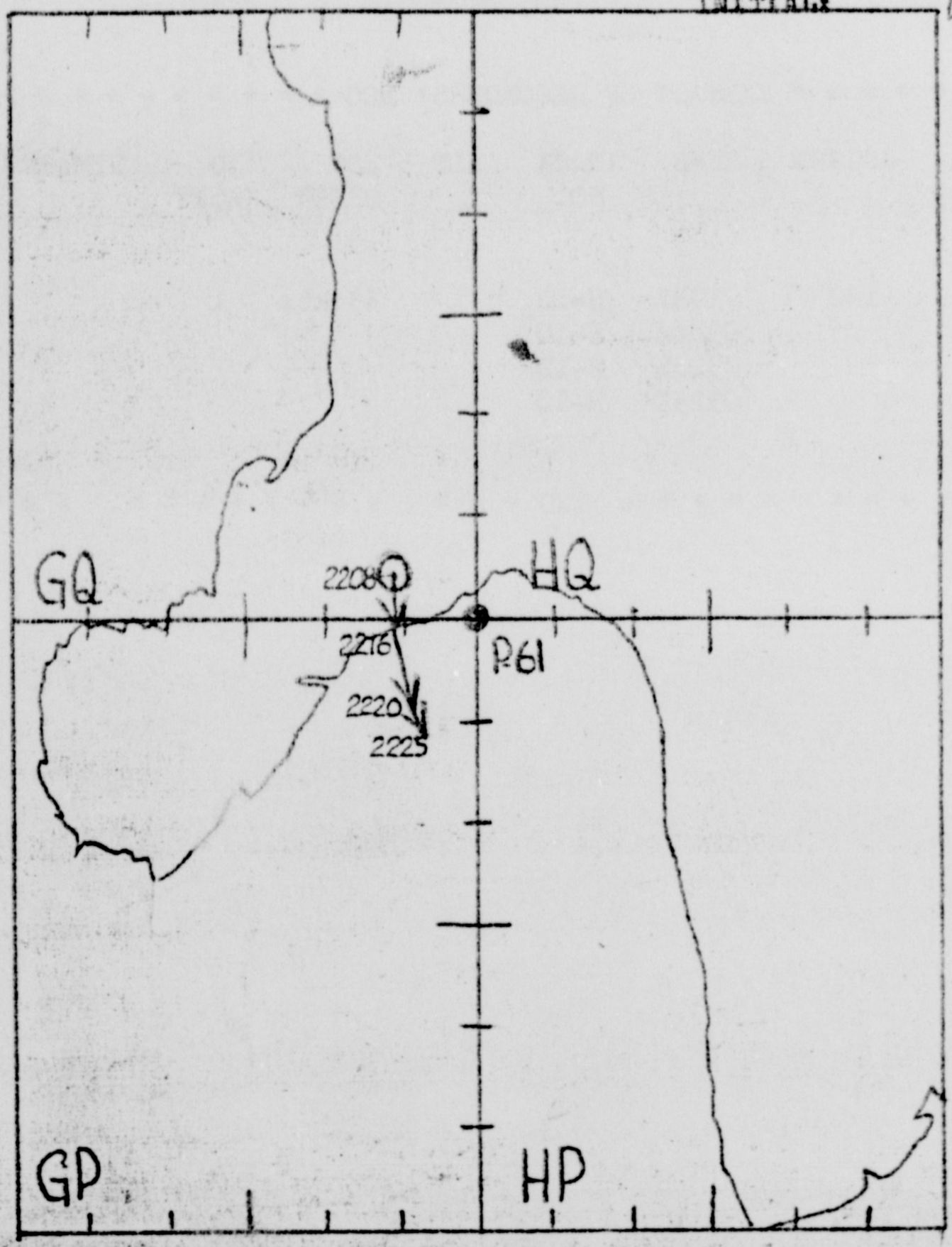
IDENTITY	GRID COORDINATES	COURSE	TIME	TRACK NO.	ALT	EST SPEED	NO ACFT	REMARKS
UNK	GQ 4904	180	0308Z	W-10	1	55 kts	1	
	GP 4959		0316Z	W-10				
	GP 5157		0320Z	W-10				
	GP 5249		0325Z	W-10				

* * * * * * * * * * * * * * * * * * \

UNCLASSIFIED

[redacted]

HQ 754TH AC&W SQUADRON
AD[redacted] COMMANDING OFFICER
DATE: 28 FEB 1953
INITIAL: WEM



OVERLAY OF RADAR TRACK

UNCLASSIFIED

[redacted]

Incl #1

3531

FTR. 2510-A

On 17 February 1953, at 2204 EST, while standing guard, I noticed an unusual light almost due west of our station. The object was in a part of the sky where no stars were visible. The object seemed to glow a bright red, then changed to pale white, and then red again, repeating this change over and over. The movement of this object seemed to be from north to south. After a while the object started getting smaller until I could no longer see it.

John T. Mandinec

JOHN T MANDINEC AF 15 294 796
A 1C, USAF
Radar Operator

Incl # 4

153-3518-D

[redacted] CLASSIFICATION
UNCLASSIFIED
HQ: 754TH AC&W SQUADRON
AUTH: COMMANDING OFFICER
INITIAL: WEM
DATE: 28 FEB 1953

At 2204 EST on 17 February 1953, an unidentified light was sighted visually by A 1C John Mandinec while on guard duty. I was notified of the sighting and made an observation of it. The object was seen or appeared to hover at approximately 100 feet above the horizon. At the time of the sighting, visibility and ceiling were unlimited. I observed the object which appeared to change from red to pink to white and then red again, for approximately one minute, after which time I returned to operations and attempted to "pick-up" the object on the AN/FPS-3. At 2208 EST, I "picked-up" the target at GQ 4904 and tracked it for 17 minutes, heading 180 degrees at 55 to 60 knots, at which time, 2225 EST at GP 5249, the target faded into the station ground clutter. Upper beam lobe was the only position I was able to receive a radar return on this object.

Harold S. Eagle
HAROLD S EAGLE
2nd Lt, USAF
Controller

UNCLASSIFIED

Enl #3

[redacted]

T53-3578-C

[redacted]

[redacted]

[redacted]

UNCLASSIFIED

FROM: 754TH AC&W SQDN
AUTH: COMMANDING OFFICER
DATE: MAR 16 1953
INITIAL: SZ

Ltr, ATIC Subject: (Uncl) Radar Sighting of Unknown Aerial Object

Ltr ATIC (10 Mar 53) 1st Ind MAR 17 1953

HQ 754TH AIRCRAFT CONTROL AND WARNING SQUADRON, Port Austin, Michigan

TO: Commanding General, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio ATTN: AFOIN-ATIAE-5

1. In accordance with paragraph 3, basic letter, submitted are Electronics Data Sheet and Air Force Form 112 as per AFL 200-5.

2. Distribution in accordance with AFL 200-5 was made previously by this organization, and follow-up action disclosed that copy of Air Force Form 112 was forwarded to your headquarters by Headquarters, 30th Air Division (Defense).

FOR THE COMMANDING OFFICER:

Alfred H Wiemann

2 Incl
1. Electronics Data Sheet
2. AF Form 112 (Parts I & II)

ALFRED H WIEMANN
2nd Lt, USAF
Adjutant

When the inclosures are withdrawn or not attached, the classification of [redacted] on this correspondence will be canceled in accordance with paragraph 25A, AFR 205-1.

UNCLASSIFIED

[redacted]

[redacted]

T53-3389

COORDINATION

INSERT ORGNL CODE AND FULL SIGNATURE

R. Olsson ATIAE-5 5 Mar 53
W. Prendergast 5 Mar 53 ATIAE
C. D. Jamison ATIAJ 6 Mar 53
Ring w. routine 9 Mar 53 RTT

[redacted]

UNCLASSIFIED

ATIAE-5/RMO/vs

In reply refer to AFOIN-ATIAE-5

10 MAR 1953

SUBJECT: (Uncl) Radar Sighting of Unknown Aerial Object

TO: Commanding Officer
754th Aircraft and Warning Squadron
Port Austin, Michigan

1. Your AC/W Squadron made electronic contact with unidentified aerial phenomena on 17 February 1953 at 2204 hours EST and notified the Air Technical Intelligence Center by wire of the circumstances surrounding the sighting. In an attempt to uncover a logical explanation for such sightings, this Center has developed a questionnaire for sightings made by ground radar, one of which is an inclosure to this letter.

2. ATIC radar specialists have found the subject questionnaires of great value in attempting to explain these unknown radar tracks when they are filled out accurately by the radar personnel involved.

3. Since the sighting at your site seems more significant than usual due to combination visual and electronic observations, ATIC requests that you complete and forward an amplifying Air Force Form 112 as per AFL 200-5 as soon as possible. In addition, it is also requested that you complete and forward the Electronics Data Sheet at your earliest possible convenience.

1 Incl
Electronics Data Sheet

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

U. A. C.

UNCLASSIFIED

[redacted]

DESIGNATE AUTHD OFFICE OF RECORD

AMC Form 8 (Rev 17 May 50) Supersedes AMC Form 8, Rev 1 Apr 48, which will be used. Air Force-WPAFB-L-23 JUL 52 3600M

[redacted]

HQ 754TH AC&W SQDN
ADDR: COMMANDING OFFICER
DATE: MAR 17 1953
INITIAL: SZ

UNCLASSIFIED

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET:
754th AC&W Squadron
Organization
Port Austin, Michigan
Location

2. DATE OF THIS REPORT:
16 March 1953
Day Month Year

3. DATE TARGET OBSERVED:
17 February 1953 Local Time ☒ Z Time ☐
Day Month Year
Time-Local 2204 EST Time-Z

4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER:
ROY W ANDERSON, Captain
754th AC&W Squadron, Port Austin, Michigan

5. EXACT LOCATION OF STATION (COORDINATES):
HQ 0202

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. in Radar
A.	EARL M OLSON	1st Lt	CONTROLLER	5 years
B.	HAROLD S EAGLE	2nd Lt	CONTROLLER	7 months
C.	JOHN T MANDINEC	A 1C	AC&W OPERATOR	3 Years
D.	CONSTANTINE DANILEVICH	S Sgt	AC&W Operator	3 years
E.	JOSEPH E LEGER	A 1C	AC&W OPERATOR	3 years

7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? ☒ YES ☐ NO
IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW: Same as above - Same as stated in Air Intelligence report paragraph 1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John Mandinec and 2nd Lt Harold S Eagle. The object changed color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible.

Encl #1

[redacted]

UNCLASSIFIED

TS3-3389-A

[redacted] [redacted] UNCLASSIFIED

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? ☒ YES ☐ NO
IF SO, GIVE NAME AND ADDRESS.

It was reported through the Air Defense Control Center that a simultaneous sighting was made by an Airman at Oscoda Air Force Base, Michigan.

9. RADAR SCOPE PHOTOS:
IS RADAR EQUIPPED WITH A SCOPE CAMERA? ☒ YES ☐ NO
WAS CAMERA OPERATIONAL? ☐ YES ☒ NO
WERE SCOPE PHOTOS TAKEN? ☐ YES ☒ NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ☐ YES ☒ NO

10. TRACK DATA:
WHAT WAS THE NUMBER OF THE TRACK? W-10
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? ☒ YES ☐ NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? ☐ YES ☒ NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? ☐ YES ☐ NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK? ☒ YES ☐ NO
IF SO, WHICH STATIONS? 661st AC&W Squadron, Selfridge AFB, Michigan

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? ☒ YES ☐ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? AN/FPS-3

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? ☐ YES ☒ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT?

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? ☐ YES ☒ NO
IF SO, DESCRIBE.

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?
Thyratron Modulator

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? ☒ YES ☐ NO
COMMENTS:

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY: ☒ YES ☐ NO
COMMENTS: When interference occurs, antenna is stopped to obtain a slight rotational phase displacement with respect to interferring source.

[redacted] [redacted] UNCLASSIFIED

T-53-3884-A

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? ☒ YES ☐ NO
COMMENTS:

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? ☒ YES ☐ NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? ☐ YES ☒ NO
COMMENTS:

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? ☐ YES ☒ NO
COMMENTS:

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
Approximately the same size as a light aircraft, i.e. Cub, Cessna, etc.

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	☒	CHANGED SIZE RAPIDLY	☐
b. SPEED WAS CONSTANT	☒	SPEED WAS VARIABLE	☐
c. FOLLOWED CONSISTENT TRACK	☒	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☐
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☒		

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? ☐ YES ☒ NO
IF SO, DESCRIBE.

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI indicators were used.
DESCRIBE THE SIGNAL: Clear, steady paint

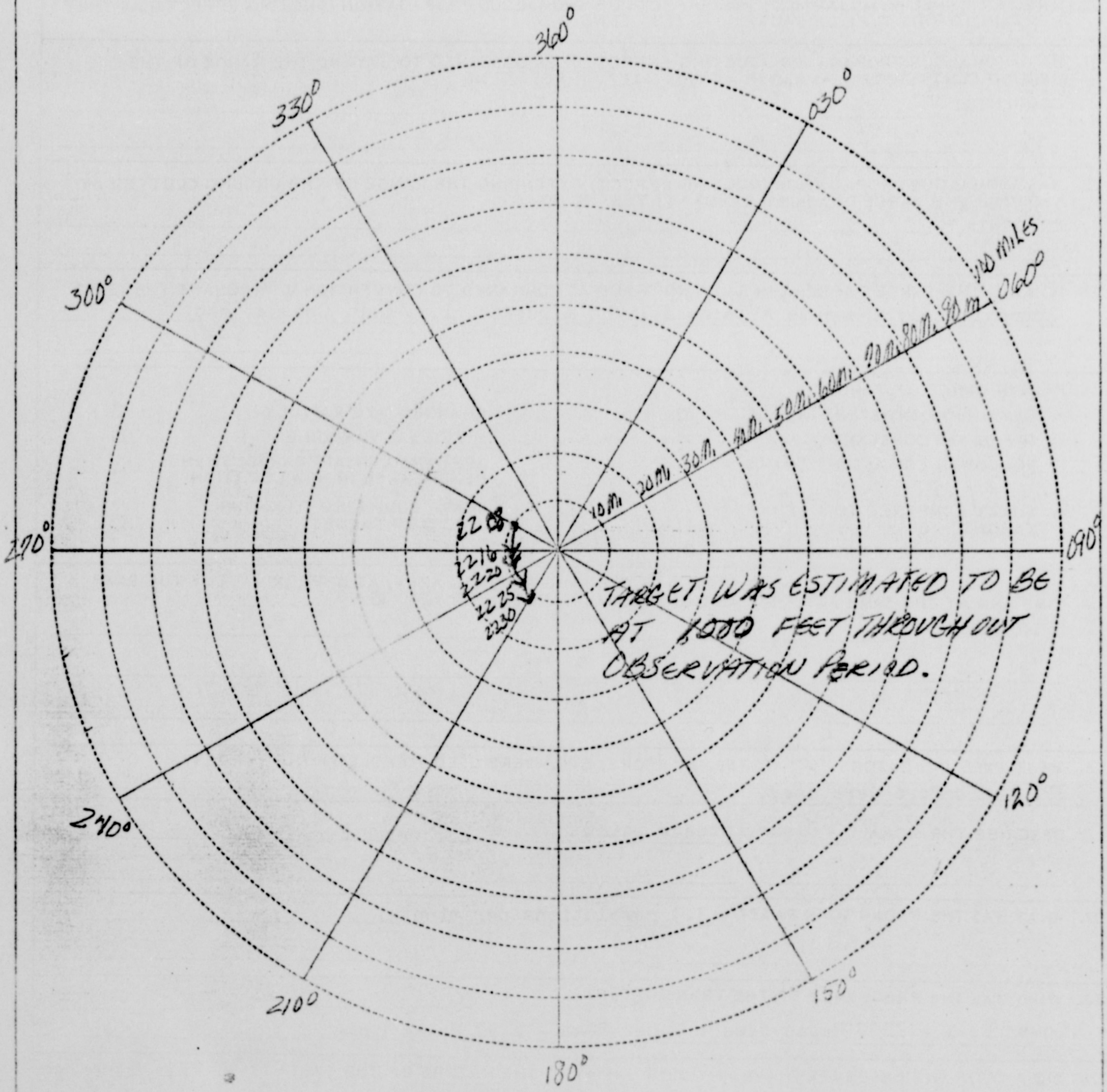
27. WHAT WAS THE RADAR SCAN RATE? 3.3 revolutions per minute.

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?
Lower Beam - 1289 Megacycles ; Upper Beam - 1297 Megacycles

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? ☐ YES ☒ NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.

[redacted] UNCLASSIFIED [redacted]

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



[redacted] UNCLASSIFIED [redacted]

T53-3389-A

[redacted]

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

UNCLASSIFIED

In reply refer to
AFOIN-ATIAE-5

27 MAR 1953

SUBJECT: (Uncl) Sighting of an Unidentified Aerial Object

TO: Commanding Officer
ATTN: Intelligence Officer
Oscoda Air Force Base
Oscoda, Michigan

1. The 754th AC&W Squadron, Port Austin, Michigan, made an unidentified object sighting on 17 February 1953 at 2204 hours EST which they reported to the Air Technical Intelligence Center. It was described as traveling on a heading of 180 degrees at 50 knots and was seen for a total of 17 minutes by both electronic and visual means. It was reported to them by the local Air Defense Control Center that a simultaneous sighting was made by an unidentified airman of your base.

2. In an attempt to gather all the information on this sighting and perhaps establish triangulation on the object, ATIC is therefore forwarding you the inclosed questionnaire which it hopes will be completed by the airman involved. If the airman can be located, ATIC would appreciate your forwarding the subject questionnaire as soon as possible.

FOR THE COMMANDING GENERAL

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

2 Incls
1. U.S. AF Tech Info Sheet
2. S/Addressed envelop

(3 April 1953) 1st Ind

HEADQUARTERS, 63RD FIGHTER-INTERCEPTOR SQUADRON, Wurtsmith AFB, Oscoda, Michigan

TO: Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
ATTN: AFOIN-ATIAE-5

1. After extensive search, this organization has not been able to find the Airman mentioned in above.

2. We will continue to search for unidentified Airman. Also on 24 February 1953 an unidentified object was sighted, this information was forwarded to 30th Air Division.

GEORGE E. SPAN
1/Lt. USAF
Intelligence Officer

[redacted]

UNCLASSIFIED

INSERT OFFICE SYMBOL AND FULL SIGNATURE IN APPROPRIATE BLOCK

CG, CO OR DEPUTY

INSPECTOR GEN'L'S OFFICE

[redacted]

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.*

INTELLIGENCE

R. Olsson 1Lt ATIAE-5 25 Mar 53

2Lt L. Johnston 4. Cy ATIAE 25 Mar 53

SUPPLY AND MAINT

Joseph A. Colson Lt Col ATIA 26 Mar 53

PROC. & IND. MOB. PLNG.*

OTHER

UNCLASSIFIED

ATIAE-5/RMO/vs

In reply refer to
AFOIN-ATIAE-5

27 MAR 1953

SUBJECT: (Uncl) Electronic Sighting of Unidentified Aerial Object

TO: Commanding Officer
66lst AC&W Squadron
Selfridge Air Force Base, Michigan

1. The 754th AC&W Squadron of Port Austin, Michigan, made a report to the Air Technical Intelligence Center concerning a combined visual and radar sighting of an unidentified aerial object occurring on 17 February 1953 at 2204 hrs. EST. In this report it is mentioned that your squadron also made electronic contact with possibly the same object. The 66lst tracked the unknown on a 180 degree heading at 50 knots for a period of 17 minutes.

2. ATIC is attempting to gather all the facts surrounding the incident and, therefore, is inclosing an Electronics Data Sheet to be filled out by the radar personnel involved.

3. This information can be used to corroborate the Port Austin sighting and to establish a possible triangulation on the object. If possible, ATIC would appreciate your action in completing the inclosed questionnaire and forwarding it to this Center at your earliest possible convenience. In the event that your squadron has no record of such a sighting, this correspondence may be disregarded and the data sheet may be retained for possible future use.

FOR THE COMMANDING GENERAL

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

1 Incl
Electronics Data Sheet

V.P.C.

UNCLASSIFIED

AREA COMMANDS WILL LINE OUT ORGANIZATIONAL TITLE NOT APPLICABLE WHEN ADDITIONAL SPACE IS NEEDED IN [redacted]	ORIG. FILE [redacted] INITIALS	EXTRA COPY RETAINED	OFF. SYMBOL	INITIALS
	RECORDS SEC. AGD HQ. BR. ☐ LAB. BR. ☐			

AMC Form No. 8
(Rev 1 Apr 48)
(Formerly AMC 10-7)

WF-L-31 OCT 49 3,697M

CENTRAL FILES COPY

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*)

CCHQ ATIC

TO: CCHQ 75TH ACW OC PORT AUSTIN MICH

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
251645Z JUN 53	UNCLASSIFIED
PRECEDENCE FOR: ACTION	INFORMATION
ROUTINE	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: AFOIN-ATIAB-b-9-2

On 28 April 1953 Project Blue Book wired your organization, reference message AFOIN-ATIAB-b-19-F, requesting information regarding the unidentified object sighting of 17 February 1953 at Port Austin, Michigan. No answer was received by ATIC. The question asked was: Was there any helicopter activity in the area at the time of sighting? During the briefing of the 30th Air Division, Lt R.M. Olsen was led to believe no helicopters were flying at the time of the sighting. Request confirmation of this by wire.

In reply cite Project Blue Book.

COORDINATION:

ATIAB-5 _____ DATE _____
Lt Olsen

ATIAE _____ DATE _____
Lt Col Johnston

ATIA _____ DATE _____
Col McDaniel

ATIAB-5

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
UNCLASSIFIED	

DRAFTER'S NAME (*and signature, when required*)	RELEASING OFFICER'S SIGNATURE
Lt R.M. Olsen/ATIC/jos	
SYMBOL: ATIAB-5	TELEPHONE 65365
	OFFICIAL TITLE ROBERT C. BROWN, Major, USAF Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—53923-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG 754TH ACW SQUADRON FORT AUSTIN MICH

INFO:

DATE-TIME GROUP 281730Z APR 53 | SECURITY UNCLASSIFIED

PRECEDENCE FOR: | ACTION ROUTINE | INFORMATION

☐ BOOK MESSAGE | ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

FROM: AFOIN-ATIAE-4-19-S

Your ACAW Sq made a visual and electronic sighting of an unidentified aerial object on 17 Feb 53 at 2204 hrs EST. In an attempt to uncover a logical explanation of the sighting, the following information is needed:

1) Was there any military helicopter activity in your area?

2) Does the U.S. Post Office use helicopters in your area?

3) Does any local company use helicopters?

4) Was there any possibility of there being a helicopter in the area at the time of sighting?

COORDINATION:

4 May 1953
30th AD.

Lt. Olson spoke to 754th Intelligence personnell at Selfridge AFB on A.D.C. Briefing Team. They stated that no helicopters capable of the speeds in the area.

SECURITY UNCLASSIFIED | PAGE 2 OF 2 PAGES

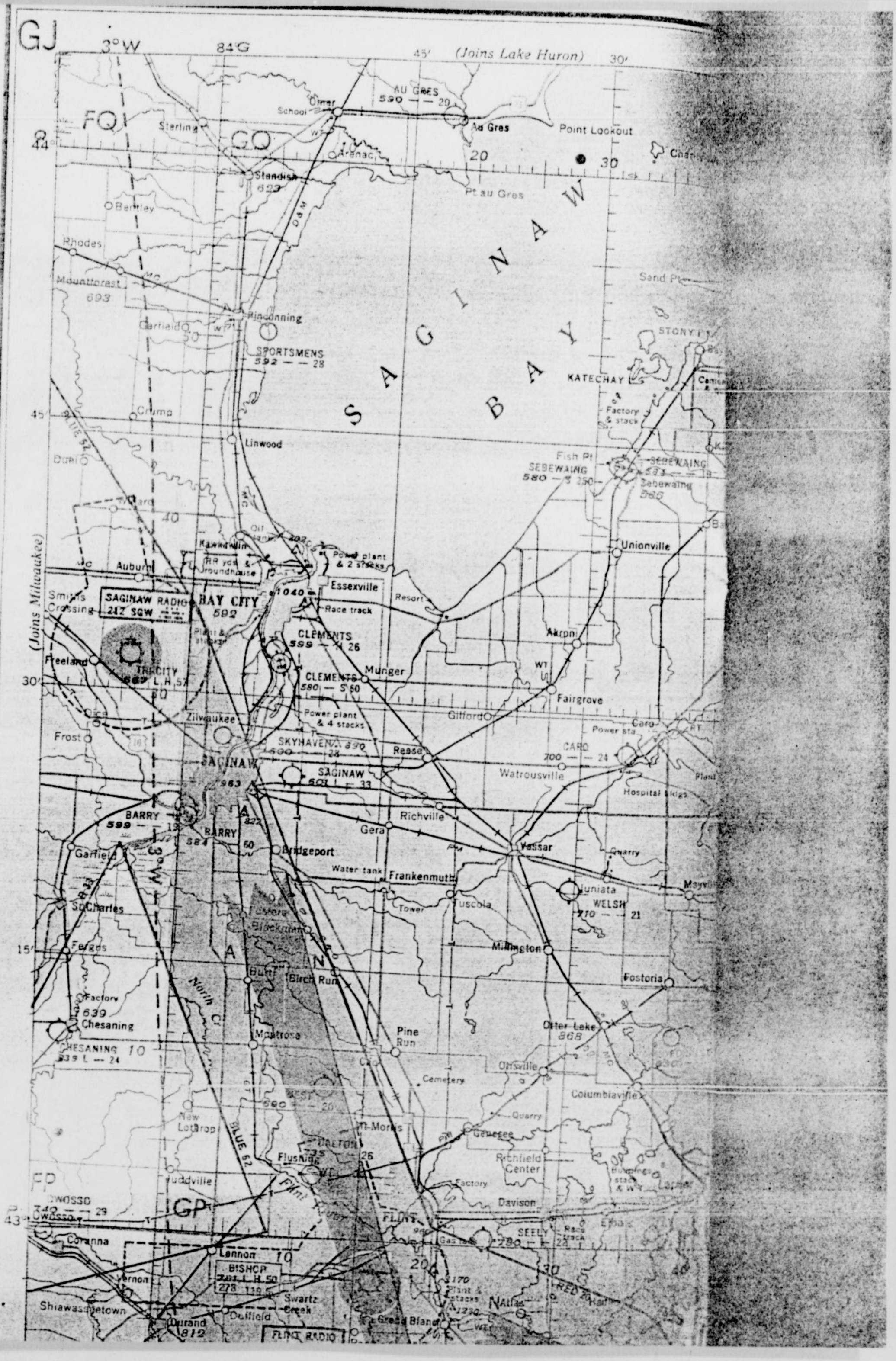
DRAFTER'S NAME (and signature, when required)
Lt R. M. OLSON/vs

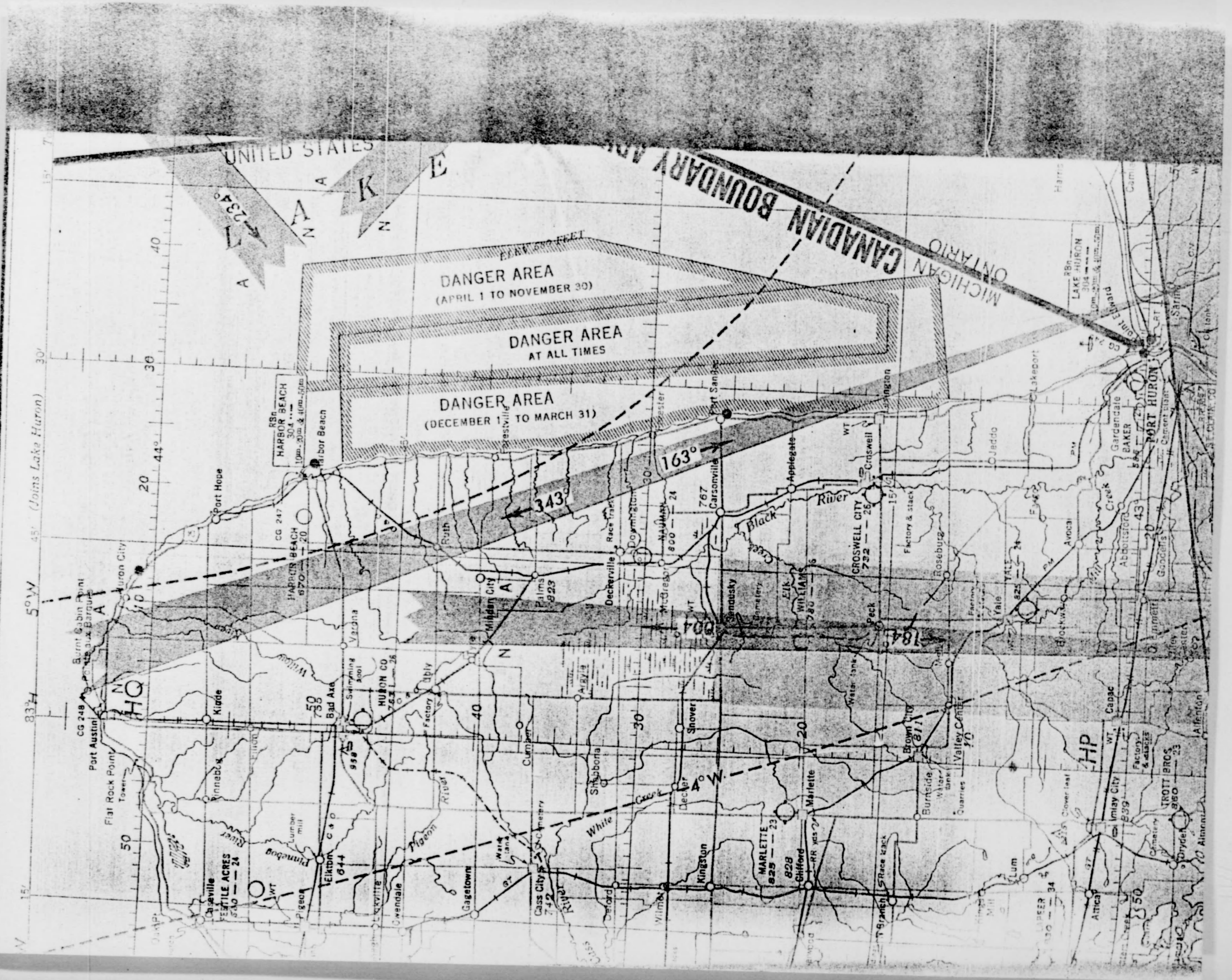
RELEASING OFFICER'S SIGNATURE
ROBERT C. RUSH, MAJOR, USAF

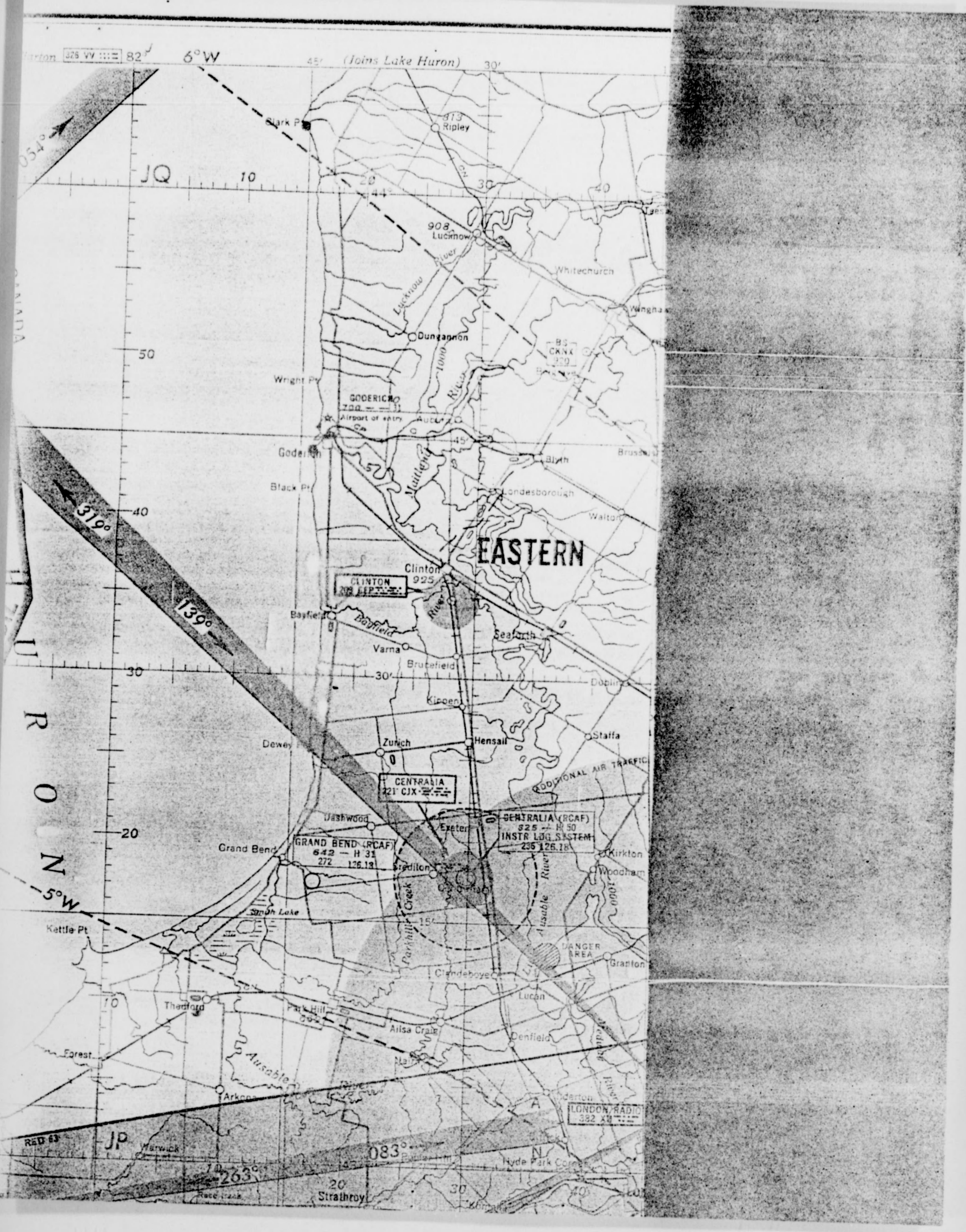
SYMBOL ATIAE-5 | TELEPHONE 85365 | OFFICIAL TITLE AIR ADJUTANT GENERAL

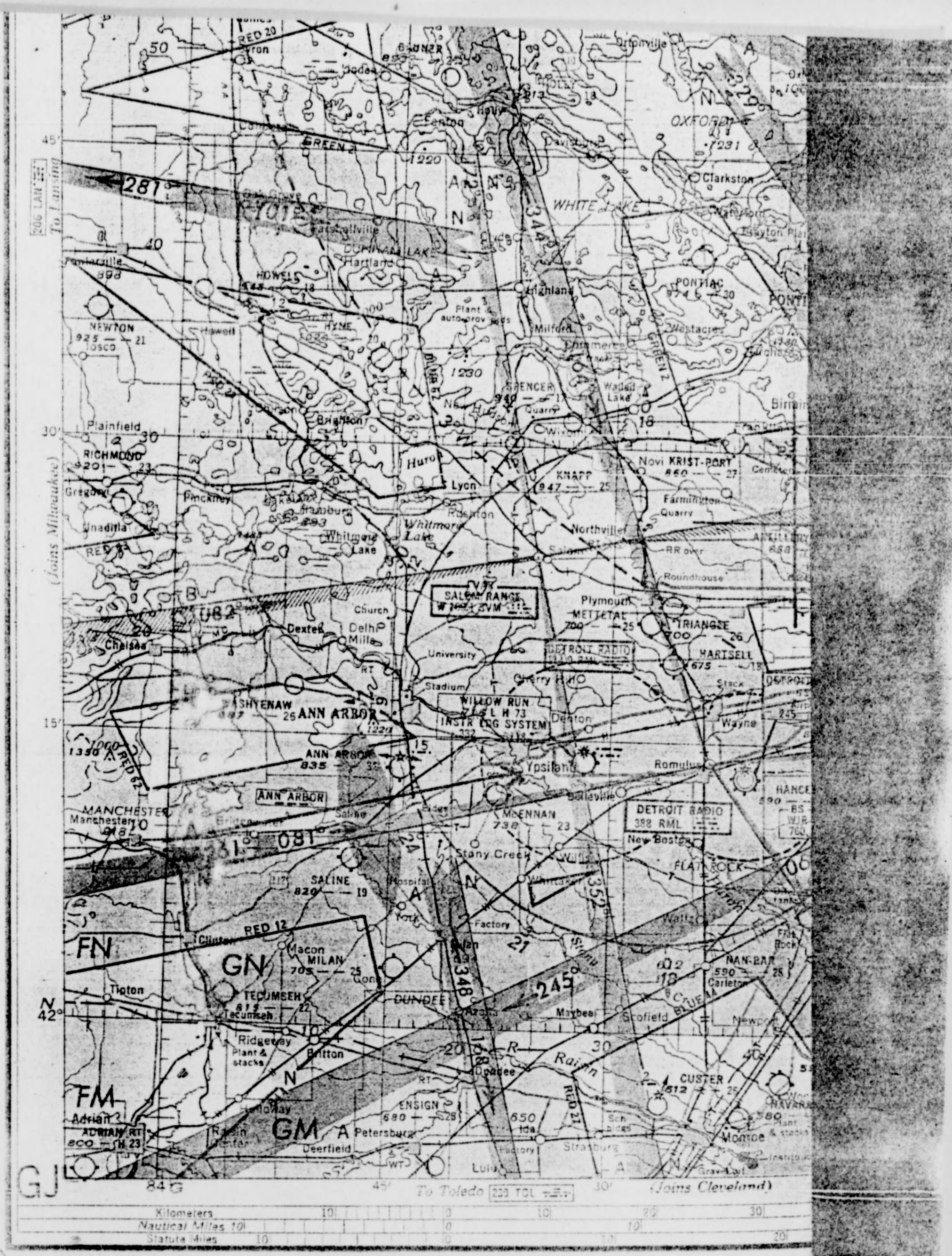
DD FORM 1 OCT 43 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—58923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE


GJ
3°W
84°G
45'
(Joins Lake Huron)
30'
FQ
GQ
44°
AU GRES
590 — — 20
Omer
School
Sterling
Arenac
Au Gres
Point Lookout
20
30
Standish
623
Pt au Gres
Bentley
Rhodes
Mountforest
693
Rinconning
Garfield
SPORTSMENS
592 — — 28
SAGINAW BAY
Crump
45'
Linwood
Dublin
Fish Pt
SEBEWAING
580 — S 250
Sebewaing
586
Unionville
Kawkawlin
RR yds & roundhouse
Power plant & 2 stacks
Auburn
Essexville
Race track
Smiths Crossing
SAGINAW RADIO
217 SGW
BAY CITY
592
1040
Resort
Akron
CLEMENTS
599 — S 26
Freeland
TRI-CITY
867 L H 57
Munger
CLEMENTS
580 — S 60
Fairgrove
30'
Zilwaukee
Power plant & 4 stacks
Gilford
Frost
SKYHAVEN
600 — 28
Reese
CARO
700 — — 24
Watrousville
SAGINAW
963
SAGINAW
603 L — 33
Richville
BARRY
599 — 19
BARRY
824
Gera
Vassar
Garfield
Bridgeport
Water tank
Frankenmuth
Juniata
WELSH
710 — — 21
St Charles
Tower
Tuscola
Millington
Fergds
Birch Run
Fostoria
Factory
639
Chesaning
Pine Run
Otter Lake
868
Otisville
Columbiaville
Quarry
Genesee
Richfield Center
Factory
Davison
FLINT
SEELY
780 — — 28
Owosso
Lennon
10
BISHOP
278 L H 50
Swartz Creek
Durand
812
Grand Blanc
FLINT RADIO
Shiawassee town
Duffield
Atlas
RED 20 Hall
North Ct
BLUE 62
Flint River
Flushing
Linden
Hospital Bldgs
Plant
Caro
Power sta
Cemetery
Quarry
Factory
Water tank
Tower
Plant & stacks
1230
3170


UNITED STATES
CANADIAN BOUNDARY
ONTARIO
LAKE HURON
DANGER AREA
(APRIL 1 TO NOVEMBER 30)
DANGER AREA
AT ALL TIMES
DANGER AREA
(DECEMBER 1 TO MARCH 31)
163°
343°
234°
HARBOR BEACH
Port Hope
Port Austin
Kinde
Bad Axe
Caseville
Elkton
Gagetown
Cass City
Kingston
Marlette
Sandusky
Carsonville
Croswell
Lexington
Port Sanilac
Lakeport
Jeddo
Applegate
Deckerville
Minden City
Palms
Ruth
Harbor Beach
Pinnebog
Shabbona
Snover
Brown City
Valley Center
Burnside
Imlay City
Attica
Dryden
Lum
Avoca
Yale
Rosebug
Gardendale
BAKER
PORT HURON
Black River
White Creek
Pigeon River
Flat Rock Point
Burnt Cabin Point
Huron City
Varna
Argyle
Decker
Elkton
Owendale
Lakeville
Wilmot
Bedford
Brannen
Abbottsford
Goodells
Alfenton
Capac
Creek
Cemetery
Factory & stacks
Water tank
Quarries
Clover Leaf
Race track
Swimming pool
Lumber mill
Water tank
Tower
Dormitory
Elk
Williams
Peck
Brookwater
Summerfield
Foster
Ridge
Lum
Mill
Creek
Branch
Upper
Lower
Pond
Dam
Cem
Sch
Ch
Fac
Tk
Pk
Ldg
Mkt
Bldg
Hosp
Ind
Mfg
Sta
Co
Rd
Dr
Ave
St
Blvd
Ln
Ct
Pl
Cir
Hwy
Rte
Fwy
Exp
Trl
Pkwy
Sq
Ter
Way
Loop
Cove
Hill
Hills
Heights
Park
Parks
Lake
Lakes
Pond
Ponds
Creek
Creeks
River
Rivers
Bay
Bays
Island
Islands
Point
Points
Cape
Capes
Beach
Beaches
Shore
Shores
Coast
Coasts
Harbor
Harbors
Port
Ports
Dock
Docks
Pier
Piers
Wharf
Wharves
Slip
Slips
Basin
Basins
Channel
Channels
Strait
Straits
Sound
Sounds
Inlet
Inlets
Gulf
Gulfs
Ocean
Oceans
Sea
Seas
Lagoon
Lagoons
Swamp
Swamps
Marsh
Marshes
Bog
Bogs
Fen
Fens
Moor
Moors
Heath
Heaths
Meadow
Meadows
Pasture
Pastures
Field
Fields
Orchard
Orchards
Vineyard
Vineyards
Garden
Gardens
Park
Parks
Forest
Forests
Wood
Woods
Grove
Groves
Thicket
Thickets
Brush
Brushes
Scrub
Scrubs
Tundra
Tundras
Desert
Deserts
Oasis
Oases
Mountain
Mountains
Hill
Hills
Valley
Valleys
Canyon
Canyons
Gorge
Gorges
Ravine
Ravines
Cliff
Cliffs
Bluff
Bluffs
Escarpment
Escarpments
Plateau
Plateaus
Mesa
Mesas
Butte
Buttes
Volcano
Volcanoes
Crater
Craters
Caldera
Calderas
Geyser
Geysers
Hot Spring
Hot Springs
Cave
Caves
Cavern
Caverns
Grotto
Grottos
Sinkhole
Sinkholes
Karst
Karsts
Glacier
Glaciers
Ice Field
Ice Fields
Ice Cap
Ice Caps
Ice Shelf
Ice Shelves
Iceberg
Icebergs
Moraine
Moraines
Drumlin
Drumlins
Esker
Eskers
Kame
Kames
Kettle
Kettles
Outwash
Outwashes
Till
Tills
Boulder
Boulders
Erratic
Erratics
Striation
Striations
Roche Moutonnée
Roche Moutonnées
Nunatak
Nunataks
Arête
Arêtes
Horn
Horns
Cirque
Cirques
Col
Cols
Pass
Passes
Saddle
Saddles
Notch
Notches
Gap
Gaps
Divide
Divides
Watershed
Watersheds
Basin
Basins
Drainage
Drainages
Delta
Deltas
Alluvial Fan
Alluvial Fans
Floodplain
Floodplains
Terrace
Terraces
Levee
Levees
Natural Levee
Natural Levees
Artificial Levee
Artificial Levees
Dike
Dikes
Embankment
Embankments
Causeway
Causeways
Bridge
Bridges
Viaduct
Viaducts
Aqueduct
Aqueducts
Tunnel
Tunnels
Culvert
Culverts
Ford
Fords
Ferry
Ferries
Dock
Docks
Pier
Piers
Wharf
Wharves
Slip
Slips
Basin
Basins
Channel
Channels
Strait
Straits
Sound
Sounds
Inlet
Inlets
Gulf
Gulfs
Ocean
Oceans
Sea
Seas
Lagoon
Lagoons
Swamp
Swamps
Marsh
Marshes
Bog
Bogs
Fen
Fens
Moor
Moors
Heath
Heaths
Meadow
Meadows
Pasture
Pastures
Field
Fields
Orchard
Orchards
Vineyard
Vineyards
Garden
Gardens
Park
Parks
Forest
Forests
Wood
Woods
Grove
Groves
Thicket
Thickets
Brush
Brushes
Scrub
Scrubs
Tundra
Tundras
Desert
Deserts
Oasis
Oases
Mountain
Mountains
Hill
Hills
Valley
Valleys
Canyon
Canyons
Gorge
Gorges
Ravine
Ravines
Cliff
Cliffs
Bluff
Bluffs
Escarpment
Escarpments
Plateau
Plateaus
Mesa
Mesas
Butte
Buttes
Volcano
Volcanoes
Crater
Craters
Caldera
Calderas
Geyser
Geysers
Hot Spring
Hot Springs
Cave
Caves
Cavern
Caverns
Grotto
Grottos
Sinkhole
Sinkholes
Karst
Karsts
Glacier
Glaciers
Ice Field
Ice Fields
Ice Cap
Ice Caps
Ice Shelf
Ice Shelves
Iceberg
Icebergs
Moraine
Moraines
Drumlin
Drumlins
Esker
Eskers
Kame
Kames
Kettle
Kettles
Outwash
Outwashes
Till
Tills
Boulder
Boulders
Erratic
Erratics
Striation
Striations
Roche Moutonnée
Roche Moutonnées
Nunatak
Nunataks
Arête
Arêtes
Horn
Horns
Cirque
Cirques
Col
Cols
Pass
Passes
Saddle
Saddles
Notch
Notches
Gap
Gaps
Divide
Divides
Watershed
Watersheds
Basin
Basins
Drainage
Drainages
Delta
Deltas
Alluvial Fan
Alluvial Fans
Floodplain
Floodplains
Terrace
Terraces
Levee
Levees
Natural Levee
Natural Levees
Artificial Levee
Artificial Levees
Dike
Dikes
Embankment
Embankments
Causeway
Causeways
Bridge
Bridges
Viaduct
Viaducts
Aqueduct
Aqueducts
Tunnel
Tunnels
Culvert
Culverts
Ford
Fords
Ferry
Ferries


(Joins Lake Huron)
6°W
82°
45'
30'
Clark P
813
Ripley
054°
JQ
10
20
44°
30
40
908
Lucknow
Lucknow River
Whitechurch
Dungannon
50
Wright P
1000
River
BS
CKNX
920
GODERICH
700
Airport of entry
Auburn
Goderich
Black P
Maitland
Blyth
Brussels
Londesborough
Walton
319°
40
EASTERN
Clinton
925
CLINTON
Bayfield
Bayfield River
Seaforth
Varna
Brucefield
30'
Dublin
Kippen
Dewey
Zurich
Hensall
Staffa
U
R
O
30
CENTRALIA
221 CJX
ADDITIONAL AIR TRAFFIC
Dashwood
Exeter
CENTRALIA (RCAF)
325 — H 50
INSTR LDG SYSTEM
236 126.18
Grand Bend
GRAND BEND (RCAF)
642 — H 31
272 126.18
Bredilon
Kirkton
Woodham
1000
Parkhill Creek
Ausable River
20
N
5°W
South Lake
Kettle Pt
15'
DANGER AREA
Grafton
Clandeboye
Lucan
10
Thedford
Park Hill
Ailsa Craig
Denfield
Forest
Ausable River
Arkona
LONDON/RADIO
382 XB
RED 63
JP
Warwick
083°
263°
Hyde Park Corners
20
Strathroy
30
40



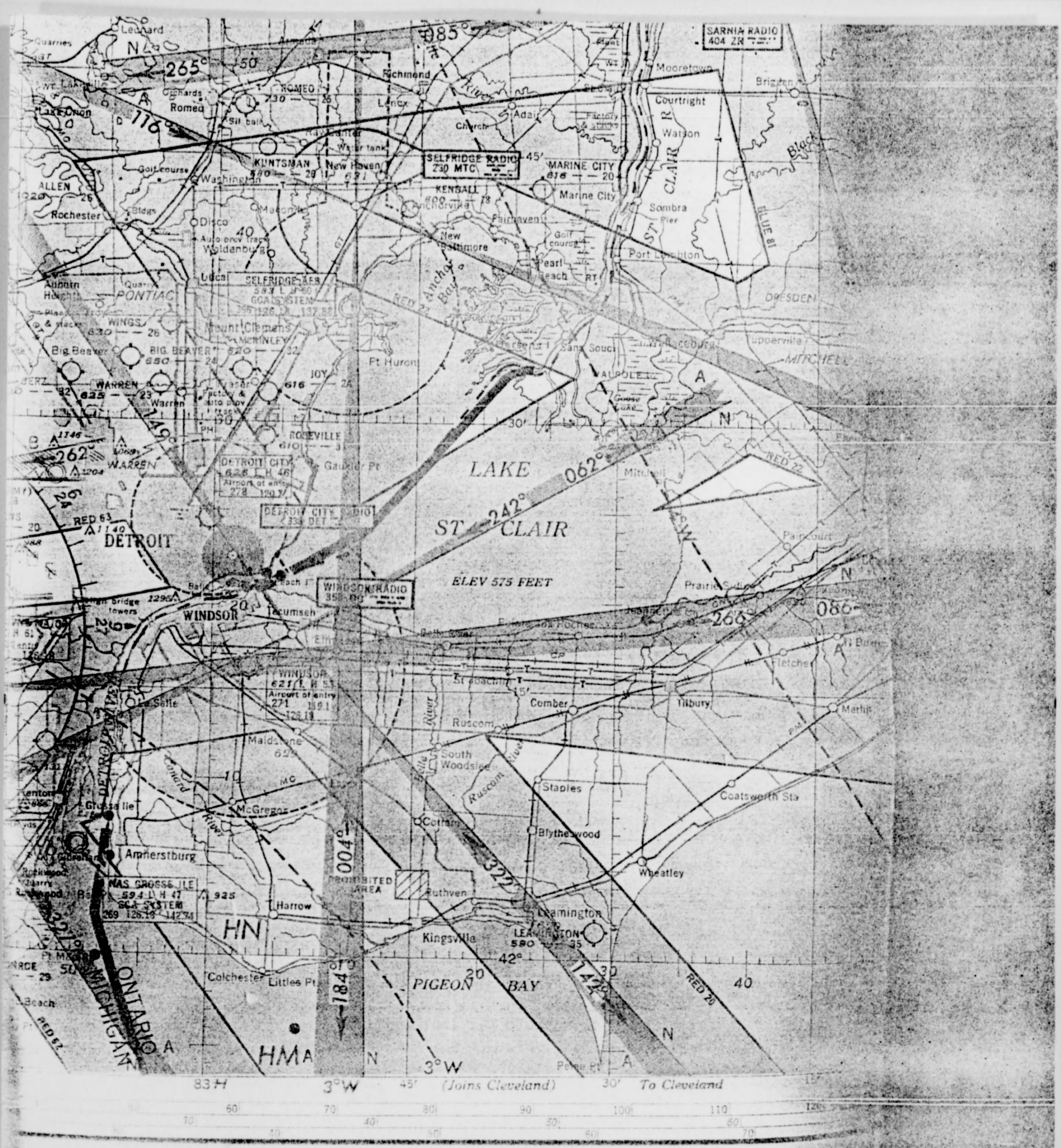
PRICE 25 CENTS

DETROIT (V-8)

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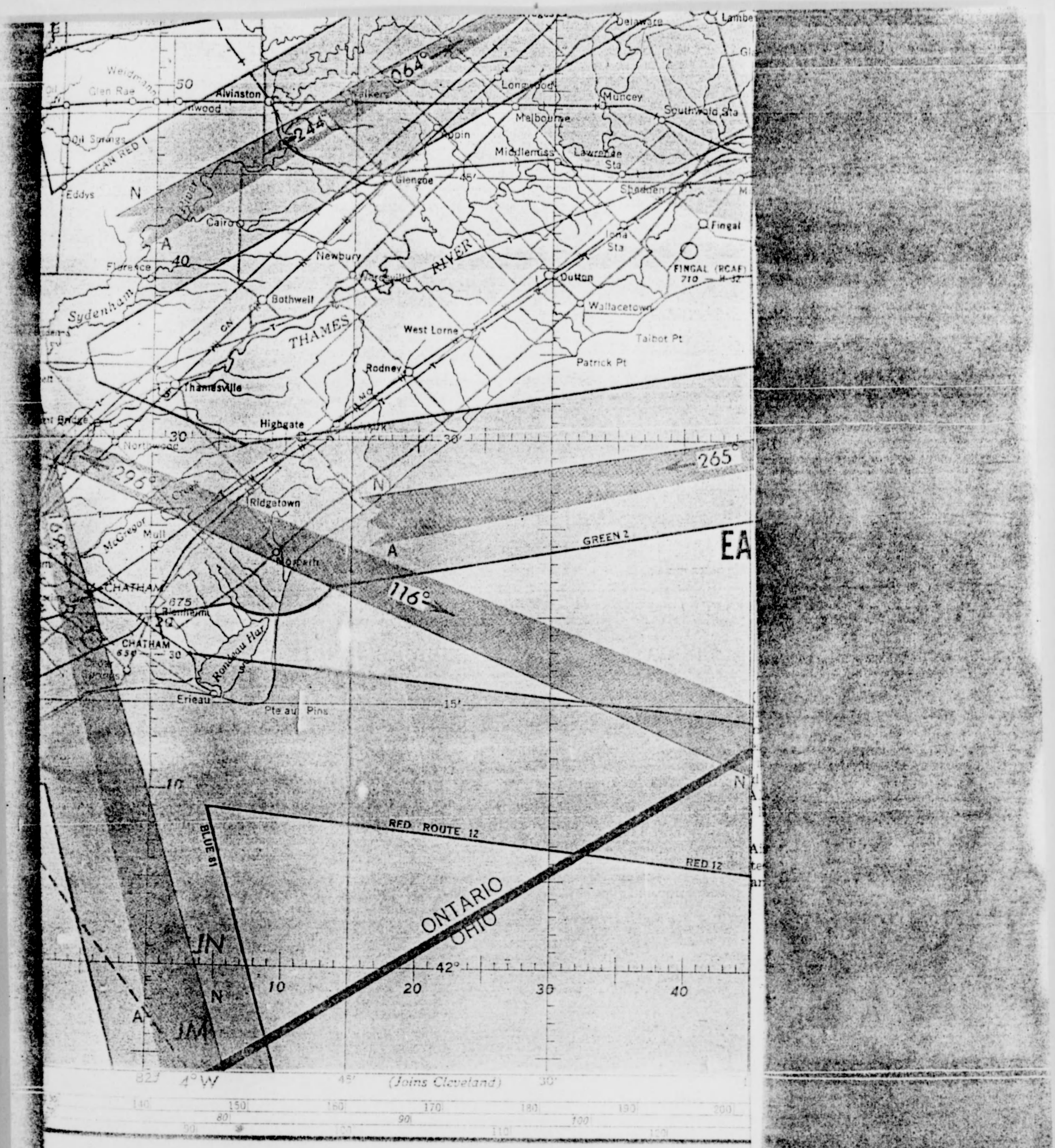
Principal Sources: Canadian Government, U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Dept. of Agriculture, Civil Aeronautics Administration, and the U. S. Coast and Geodetic Survey.

BASE: Edition of Apr. 1947 Revised May 1951



TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
(Select nearest intersection south and west of point)

Sample Point: MILFORD
1. GJ identifies basic 15° quadrangle
2. GN identifies 1° quadrangle


064°
244°
296°
265°
116°
GREEN 2
RED ROUTE 12
RED 12
ONTARIO
OHIO
THAMES
RIVER
Sydenham
CAN RED 1
BLUE 81
Alvinston
Glen Rae
Oil Springs
Eddys
Cairo
Florence
Bothwell
Newbury
Thamesville
Highgate
Ridgetown
McGregor
Mull
CHATHAM
675
CHATHAM
650
Erieau
Pte au Pins
Rondeau Har
Glencoe
Middlemiss
Melbourne
Longwood
Muncey
Southwold Sta
Laurendale Sta
Shadden
Fingal
Iona Sta
FINGAL (RCAF)
710
Dutton
Wallacetown
West Lorne
Talbot Pt
Patrick Pt
Rodney
Delaware
Lambe
EA
(Joins Cleveland)
See Detroit Local Aeronautical Chart
Scale 1:250,000 for additional information.

AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE	SEAPLANE		
◎	⚓	Military base	
✡	⚓	Civil	Of major aeronautical importance
✡	⚓	Joint civil and military base	
○	⚓	Military	Offering services that include repairs for normal traffic and/or refueling
✡	⚓	Civil	
✡	⚓	Joint civil and military	
○	⚓	Landing area or anchorage	No public services available

AERODROME DATA

HARMON FIELD
18 L H 46
Airport of entry
GCA SYSTEM
278 126.18

LANDPLANE		SEAPLANE	
18	Elevation in feet	oo	Elevation in feet
L	Minimum lighting	L	Minimum lighting
H	Hard surfaced runway	S	Normally sheltered Take-off area
46	Length of longest runway to nearest hundred feet	62	Length of longest runway to nearest hundred feet

NAS ANACOSTIA
oo L S 62
2870

278 126.18 2870 **Control tower transmitting frequencies**

When information is lacking, the respective character will be replaced by a dash — VALLEY (750 L — 32

AIR NAVIGATION LIGHTS

Rotating light
Rotating light (With flashing code) — ··· ✡
Rotating light (With course lights) — 17 ✡
Flashing light ★
Flashing light (With code) — ·-·· ★
Marine light
Lightship

F-fixed FL-flashing Occ-occulting Alt-alternating Gp-group R-red W-white G-green B-blue (U)-unwatched SEC-sector sec-second
Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colors are stated.

RADIO FACILITIES

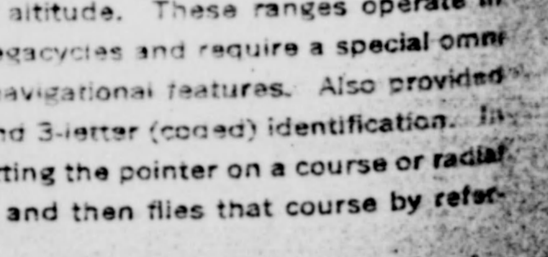
Use of the word "Radio" within the box indicates voice facilities

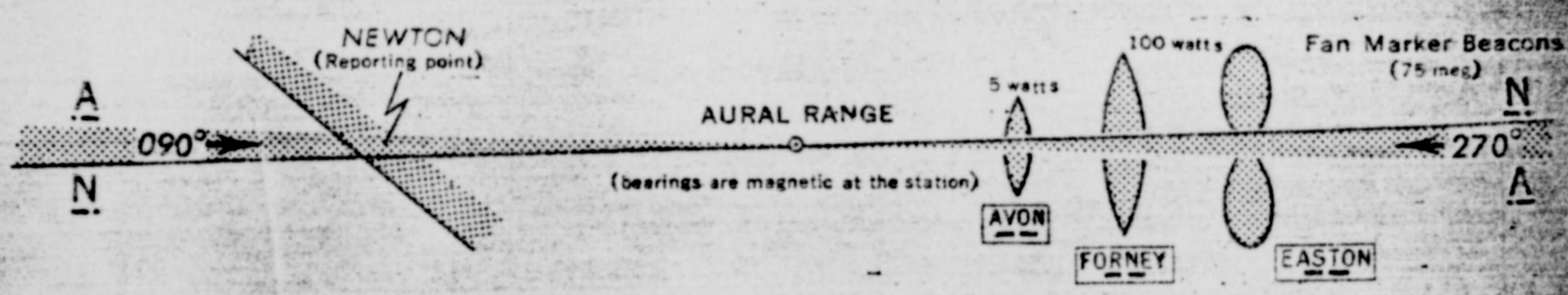
Radio range (Without voice) — NOODY RANGE 251 FWA
Marine radiobeacon (Without voice) — RBn EVERETT 224 ··· 10m-20m & 30m-40m
Radio broadcasting station — BS WOL 1260
Radiobeacon, nondirectional (homing) — BEDFORD RADIO 522 DBH

MISCELLANEOUS

Isogonic line or isogonal — 8°E (Values for 1950)
Mooring mast
Prominent transmission line
Obstruction — 1180 (Numerals indicate elevation above sea level of top.)

Prohibited area
Danger or warning area
Caution area



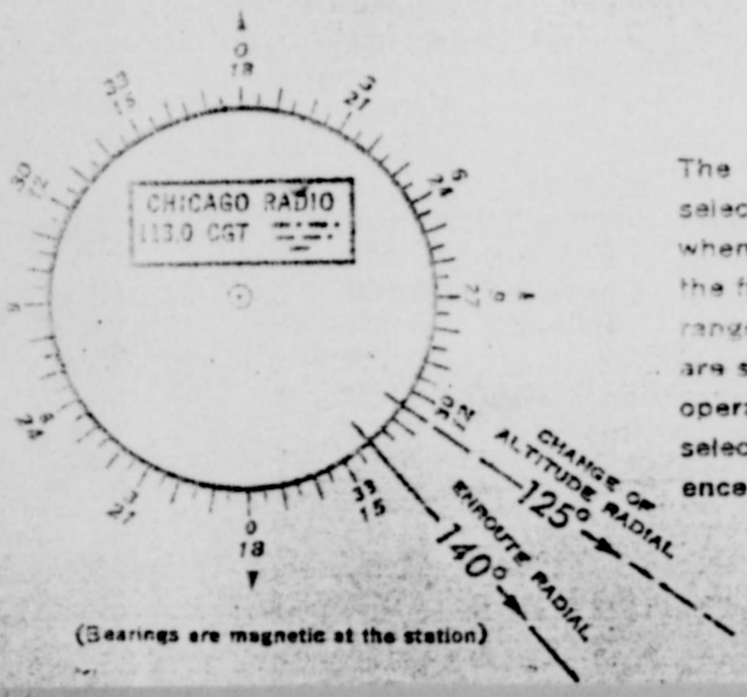


VERY HIGH FREQUENCIES (VHF) PRINTED IN BLUE

VAR
MATAWAN RADIO
W 109.1 MWA

VHF FOUR-COURSE VISUAL-AURAL RADIO RANGE

The Blue and Yellow Visual Sectors are indicated by a B and Y; the Aural Sectors by A and N
Letter preceding frequency in box indicates channel



VHF OMNI-DIRECTIONAL RADIO RANGE DESCRIPTION

The VHF omni-directional range provides visual track guidance along any selected radial from the station out to a distance of approximately 50 miles when flying at the minimum instrument altitude. These ranges operate in the frequencies between 112 and 118 megacycles and require a special omni range type receiver to make use of the navigational features. Also provided are simultaneous voice communication and 3-letter (coded) identification. In operation, the pilot selects a course by setting the pointer on a course or radial selector to the desired magnetic bearing and then flies that course by reference to a cross pointer instrument.

2/ 8 /51

SECTIONAL CHARTS

The sectional aeronautical chart series provides complete coverage of the United States. An additional chart covers the Hawaiian Islands. These charts are designed primarily for piloting, which is also known as contact flying. They contain a maximum amount of cultural topographic features including important landmarks.

Sectional charts are revised at six-month periods to insure that the airman has the latest information available, and are sold through authorized agents located at airports and principal cities throughout the United States. They may also be obtained by writing to the Director, U. S. Coast and Geodetic Survey, Department of Commerce Building, Washington 25, D. C.

In the lower right-hand corner is printed the date of the chart. Below this the next scheduled printing is indicated. If the date of the chart is more than six months old, users are advised to check with the notices (Dates of Latest Prints) on file with authorized agents. Charts that carry older dates than those shown in large type on this list of dates are obsolete.



ADDITIONAL AERONAUTICAL CHARTS PUBLISHED AND PRINTED BY THE U. S. COAST AND GEODETIC SURVEY

Planning Charts	AP-9 and 3069a 3060d	1:5,000,000 1:3,000,000
Aircraft Position Charts	3071 North Atlantic 3073 Caribbean Sea	1:5,000,000 1:5,000,000
Route Charts	Show limited topographic information, selected aerodromes, and major radio data.	1:2,000,000
Direction Finding Charts	Six charts cover the United States	1:2,000,000
World Aeronautical Charts	Forty-three charts cover the United States	1:1,000,000
Flight Charts	Thirty-seven charts cover the principal air routes of the United States	1:1,000,000
Local Charts	Designed to provide additional landmark information and topographic detail for important air terminals.	1:250,000
Instrument Approach and Landing Charts	More than 475 charts designed for use in manuals with Radio Facility Charts	Approach 1:250,000 Landing 1:31,680
Instrument Landing System Charts	Similar to Instrument Approach and Landing charts but printed in black and halftone instead of color. Show very little detail.	Approach 1:250,000 Landing 1:75,000 1:90,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazards to air traffic.	1:12,000
Radio Facility Charts	Sixty-five charts of the U. S. show all radio facilities, airways and other information necessary for instrument flying.	1:2,000,000

A catalog giving a complete list and description of the various series is available upon request

INSTRUMENT FLIGHT

For flight subject to Instrument Flight Rules, the pilot and aircraft must be properly rated and equip ments - one of those requirements being that the aircraft must be equipped with properly functionir complete requirements, see Part 43 of the Civil Air Regulations).

V.H.F. IFR FLIGHTS: - Until further notice, Air Traffic Control will be exercised on the assur utilizing L/MF radio ranges. If a pilot desires to conduct IFR flight using Very High Frequency ran of the route, his flight plan should so indicate. Further, flights should not be conducted on civil airwa VHF ranges unless the A.T.C. clearances so authorize.

FLIGHT PLAN - Prior to departure from within, or prior to entering a control area or control zon complete flight plan and receive an air traffic clearance. Instrument flight plans may be submitted traffic control center, airport traffic control tower or airway communications station either in person or if no other means are available).

The filing of an instrument flight plan indicates that the pilot is qualified and the aircraft equipped f Parts 20 and 43 of the Civil Air Regulations and, further, that the pilot will conform to all provisions rules.

Instrument flight plans shall contain the following items:

1. Aircraft identification, and, if necessary, radio call sign;
2. Type of aircraft; or, in the case of a formation flight, the types and number of aircraft invo
3. Full name, address, and number of pilot certificate of pilot in command of the aircraft, or of if a formation flight is involved.

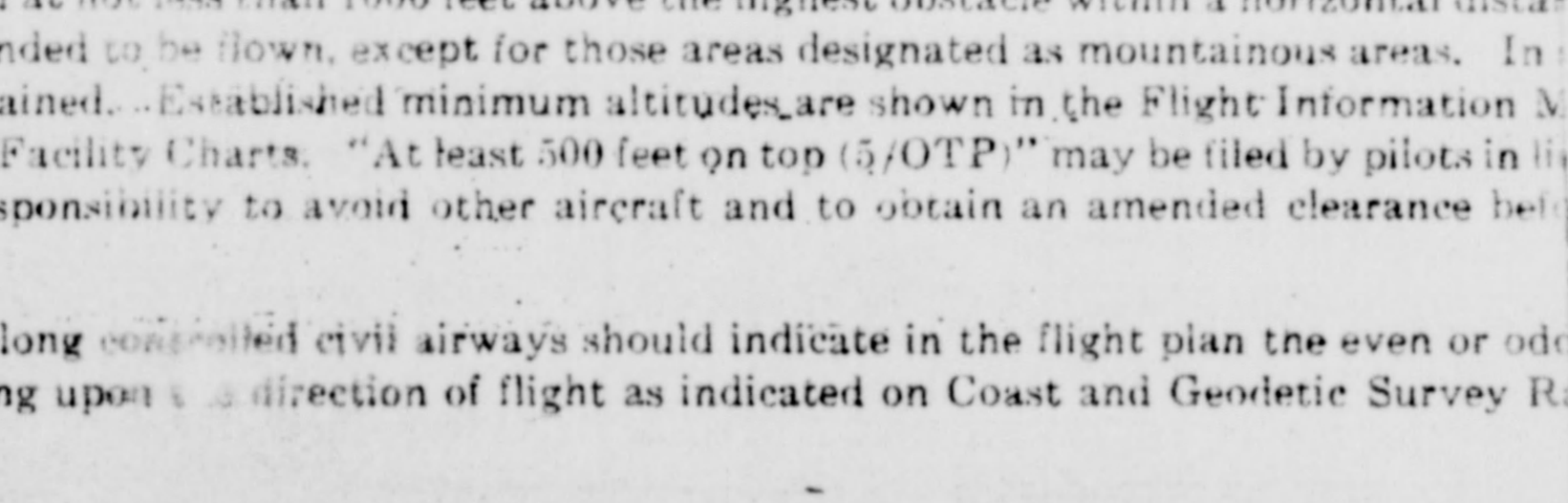
ALTITUDE REQUIREMENTS:

Aircraft operating in accordance with IFR must be flown at not less than the minimum altitude establ tor of Civil Aeronautics for that portion of the route over which the operation is conducted. If no minim flight must be conducted at not less than 1000 feet above the highest obstacle within a horizontal distan center of the course intended to be flown, except for those areas designated as mountainous areas. In 2000 feet must be maintained. Established minimum altitudes are shown in the Flight Information M Geodetic Survey Radio Facility Charts. "At least 500 feet on top (5/OTP)" may be filed by pilots in li It is then the pilot's responsibility to avoid other aircraft and to obtain an amended clearance bel weather conditions.

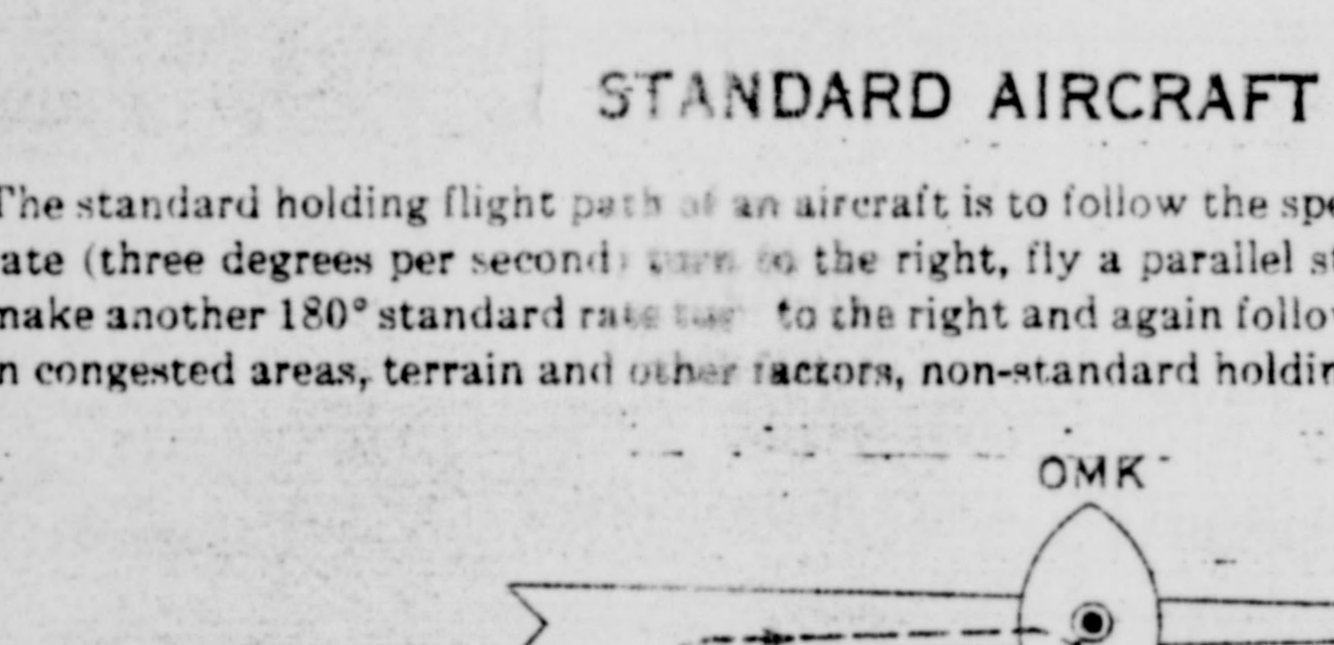
Pilots proposing flight along controlled civil airways should indicate in the flight plan the even or odd above sea level depending upon the direction of flight as indicated on Coast and Geodetic Survey R

STANDARD AIRCRAFT HOLDING PATTERNS

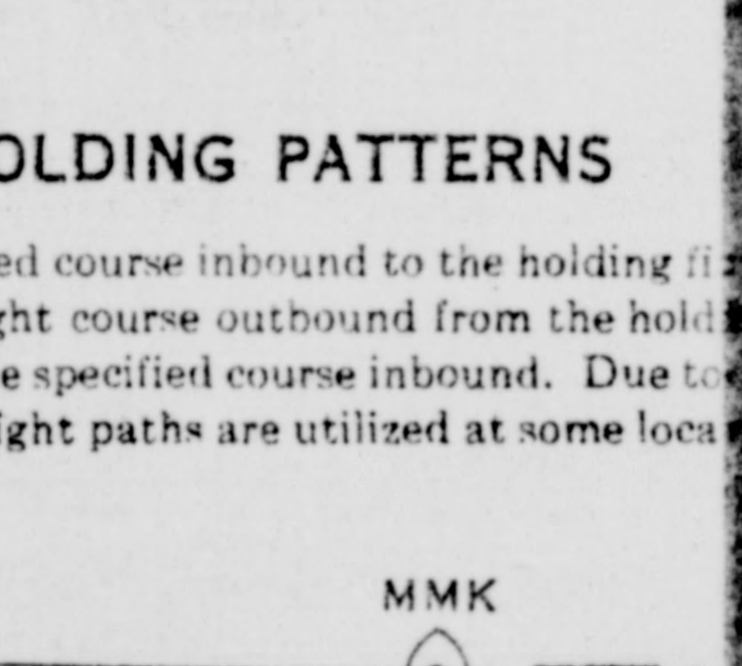
The standard holding flight path of an aircraft is to follow the specified course inbound to the holding fi rate (three degrees per second) turn to the right, fly a parallel straight course outbound from the hold make another 180° standard rate turn to the right and again follow the specified course inbound. Due to in congested areas, terrain and other factors, non-standard holding flight paths are utilized at some loca



TYPICAL PROCEDURE ON AN ILS OUTER MARKER



TYPICAL PROCEDURE AT INTERSECTION OF RADIO RANGE COURSES



TYPICAL PROCEDURE ON

NON-STANDARD HOLDING PATTERNS

Non-standard holding flight paths are depicted on supplemental sheets accompanying Coast and Facility Charts.

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Almont, Mich.	Trott Brothers	42°56'-83°04'	Com.	860	80	Major	2	2250		
Angola, N.Y.	Angola	42°40'-79°01'	Com.	610	80		2	2025	Strip prior req.	
Ann Arbor, Mich.	Ann Arbor Municipal	42°13'-83°44'	Mun.	835	80, 87	Major	3	3200	Boundary	Field lgts. prior req. after 2400
Ann Arbor, Mich.	Washtenaw	42°17'-83°52'	Priv.	867			3	2600		
Arcade, N.Y.	Arcade	42°34'-78°25'	Mun.	1740	80		1	2350		Irregularly attend.
Aylmer, Ont.	Aylmer	42°48'-80°58'	RCAF	775	87, 91, 96, 100		6	2900H		Emerg. only. Mil. fuel
Bad Axe, Mich.	Huron County Mem.	43°47'-82°59'	Mun.	763	80	Major	3	2550	Portable	
Barker, N.Y.	Barker Trade School	43°20'-78°33'	Mun.	340	80	Major	1	2400		
Batavia, N.Y.	Batavia	43°02'-78°10'	Com.	910	80	Major	3	3000		
Bay City, Mich.	James Clements Mun.	43°33'-83°54'	Mun.	599	80, 91	Major	3	2600H	Beacon, strip prior req.	3600 ft. strip avail.
Bay City, Mich.	James Clements SPB	43°32'-83°53'	Mun. Seapl.	580	80	Major	2	6000		Ramps. Power line across river at ramps
Big Beaver, Mich.	Big Beaver	42°33'-83°07'	Com.	650	80	Major	2	2400		
Birmingham, Mich.	Berz	42°32'-83°10'	Com.	730	80, 91		3	3200		
Brampton, Ont.	Brampton	43°40'-79°48'		550	80		2	1850		
Brantford, Ont.	Brantford	43°08'-80°21'	Mun.	815	80, 91/98		6	2980H		
Brighton, Mich.	Hyne Field	42°34'-83°47'	Com.	1020	80, 91		1	2000		
Buffalo, N.Y.	Buffalo Air-Park	42°52'-78°43'	Com.	660	80, 91	Major	2	2700		
Buffalo, N.Y.	Buffalo Municipal	42°56'-78°44'	Mun.	711	80, 91 100	Major	4	5630H	Rnwy., approach, hi intens. rnwy.	Radio receiver required
Burt, N.Y.	Lakeview	43°19'-78°45'	Com.	300	80		1	1300		
Caro, Mich.	Caro Municipal	43°28'-83°26'	Mun.	700	80	Minor	4	2350		No acft. repairs
Centralia, Ont.	Centralia	43°13'-81°31'	RCAF	825	91/98, 100	Minor	6	5000H	Flare path prior request	Mil. fuel
Chatham, Ont.	Chatham	42°13'-82°05'	Mun.	650	80		2	3000		
Chippawa, Ont.	Chippawa	43°04'-79°02'	Com.	575	80	Minor	3	2300		
Clio, Mich.	West's	43°08'-83°48'	Com.	690	80		4	1950		
Croswell, Mich.	Croswell City	43°16'-82°38'	Com.	732	80		2	2600		
Davison (Flint), Mich.	Seely's	43°00'-83°35'	Com.	780	80	Major	3	2200		Repairs on request
Deckerville, Mich.	Neuman Fld.(Emerg.)	43°30'-82°44'	Priv.	800			1	2400		
Depew, N.Y.	Buffalo Sky Harbor	42°56'-78°42'	Com.	708	80	Major	2	1850		Irregularly attend.
Detroit, Mich.	Artillery Field	42°27'-83°13'	Army	668	C		2	1800		Liaison type acft. only
Detroit, Mich.	Burns	42°22'-83°17'	Com.	625	80	Major	2	2000		
Detroit, Mich.	Detroit City	42°24'-83°00'	Mun.	628	80, 91, 100	Major	4	4585H	Bndy., flood	Radio receiver req'd.
Detroit (Romulus), Mich.	Detroit-Wayne Major	42°13'-83°21'	Mun.	634	80, 91, 100	Major	2	6102H	Rnwy., flood	Radio receiver req'd. User rnwys. 5/23 & 14/32 New area for Jet mil. acft.
Detroit (Grosse Ile), Mich.	NAS Grosse Ile	42°06'-83°10'	Navy	594	A+J	Minor	3	4743H	Bndy., rnwy., port. flood	Rnwy. lgts. on req. after 2200
Detroit (Ypsilanti), Mich.	Willow Run	42°14'-83°32'	Mun.	716	80, 91, 100	Major	6	7335H	Bndy., flood, rnwy., hi intens. appr.	Landing fee. Radio receiver required
Dunkirk, N.Y.	Dunkirk Municipal	42°29'-79°16'	Mun.	692	80, 91		2	4000H	Runway	Fld. lgts. radio req.
Dunkirk, N.Y.	Werle Field	42°30'-79°18'	Com.	640	80	Minor	3	2900		
Dunnville, Ont.	Dunnville	42°53'-79°36'	RCAF	605			6	3190H		Emerg. use only
East Amherst, N.Y.	Steffen	43°04'-78°41'	Com.	582		Minor	1	2100		Attend. weekends Major engine repairs
East Aurora, N.Y.	Proner	42°48'-78°39'	Priv.	920			1	1450		
East Pembroke, N.Y.	Pembroke Air Park	43°00'-78°21'	Priv.	900			3	1650		
Elba, N.Y.	Elba	43°05'-78°11'	Priv.	760			1	2600		
Erie (Fairview), Pa.	Erie County	42°01'-80°15'	Com.	805	80	Major	3	2756		
Erie, Pa.	McAllister SPB	42°08'-80°05'	Com. Seapl.	572	—		3	10,000		Ramp, floats
Erie, Pa.	Port Erie	42°05'-80°11'	Mun.	732	80, 91, 100	Major	3	4595H	Rnwy., approach	
Falconer, N.Y.	Falconer	42°08'-79°12'	Com.	1250	80	Major	1	2000		
Farmington, Mich.	Krist-Port	42°31'-83°22'	Com.	860	80	Major	4	2700		
Fenton, Mich.	Dauner Field(Emerg.)	42°49'-83°42'	Priv.	893			2	2600		Use with caution
Fingal, Ont.	Fingal	42°41'-81°19'	RCAF	710			3	3200H		Emerg. use only
Flat Rock, Mich.	Nan-Bar	42°06'-83°16'	Com.	590	80	Major	3	2750		
Flint, Mich.	Bishop	42°58'-83°44'	Mun.	781	80, 91	Major	4	4999H	Rnwy. on req. till 2400	5200 ft. sod strip.
Flushing, Mich.	Dalton's	43°03'-83°49'	Com.	735	80	Major	2	2800	Port. prior req.	
Fort Erie, Ont.	Fort Erie	42°55'-78°57'	Priv.	625			1	2375H		Emergency only
Fort Erie, Ont.	Fort Erie	42°56'-78°55'	Seapl.	572	Avail.		3	10,560		Dock
Fostoria, Mich.	Forrest (Emerg.)	43°12'-83°22'	Priv.	830			3	2300		
Fraser, Mich.	Thomas B. Joy	42°32'-82°56'	Com.	616	80, 91	Major	3	2400		
Fraser, Mich.	McKinley	42°33'-82°58'	Com.	620	80	Major	All way	3200		
Fredonia, N.Y.	Fredonia	42°27'-79°24'	Com.	620	80, 91		2	2700		
Getzville, N.Y.	Audubon	43°00'-78°47'	Priv.	580			2	1600		
Goderich, Ont.	Goderich	43°46'-81°42'	Com.	700	80, 91/98	Minor	3	3100	Flare path prior req.	
Gowanda, N.Y.	Gowanda	42°30'-78°58'	Priv.	820			2	2350		
Grand Bend, Ont.	Grand Bend	43°17'-81°43'	RCAF	642			3	3110H		Emerg. use only
Guelph, Ont.	Guelph	43°34'-80°17'		1100	87		2	2100		
Hamburg, N.Y.	Hamburg	42°45'-78°51'	Com.	722	80	Major	1	2250H	Port. prior req.	
Hamilton, Ont.	Hamilton	43°14'-79°47'	Mun.	300	80, 91/98	Major	3	2200H	Rnwy. on req.	Use with caution
Hamilton, Ont.	Mount Hope	43°10'-79°58'	D.O.T.	775	80, 91/98, 100	Minor	3	5138H	Runway	37 oct. mil. fuel

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES					REMARKS
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGHTS	
Harbor Beach, Mich.	Harbor Beach (Emerg.)	43°51'-82°42'	Priv.	670			2	2000		
Holly, Mich.	Holly	42°48'-83°38'	Com.	913	80	Minor	2	1800		
Howell, Mich.	Howell	42°38'-83°59'	Mun.	943			2	1800		
Jamestown, N.Y.	Jamestown Mun.	42°09'-79°15'	Mun.	1719	80, 91	Major	3	4000H	Runway	Lgts. to 2130 or prior request
Kearsarge, Pa.	Erie City	42°04'-80°06'	Com.	900	80, 91	Major	2	2900		
Kitchener, Ont.	Kitchener-Waterloo	43°30'-80°30'	Com.	1085	80, 91/98		All way	2000		
Kitchener, Ont.	Kitchener-Wellington	43°27'-80°23'		1030			2	4100H		
Lake View, N.Y.	Lake View	42°42'-78°54'	Com.	750	80		1	2400		Attend. weekends
Lapeer, Mich.	Lapeer	43°04'-83°16'	Com.	830	80	Minor	4	3400		
Leamington, Ont.	Leamington	42°02'-82°31'	Com.	590	80, 91/98		2	3500		
Lockport, N.Y.	Graf	43°13'-78°41'	Com.	380	80	Major	3	2000		Irreg. attended
London, Ont.	London	43°02'-81°09'	Mun.	908	87, 90, 100	Minor	3	4145H	Bndy., flood, rnwy., approach	
Marine City, Mich.	Marine City	42°43'-82°38'	Com.	616	80	Major	2	2000		
Mariette, Mich.	Mariette	43°21'-83°05'	Com.	825	80	Minor	2	2250		
Medina, N.Y.	Medina	43°13'-78°25'	Com.	500	80	Minor	3	2100	Port. prior req.	
Milan, Mich.	Milan	42°03'-83°44'	Com.	705	80	Major	2	2450		
New Baltimore, Mich.	Kendall (Emerg.)	42°42'-82°46'	Priv.	600			1	1800		
New Hudson, Mich.	Knapp	42°30'-83°37'	Com.	947	80		2	2500		Irreg. attended
Niagara Falls, N.Y.	Colonial Village Airpark	43°08'-78°58'	Priv.	625			2	2350		
Niagara Falls, N.Y.	Niagara Falls Mun.	43°06'-78°57'	Mun.	590	80, 91, 100, A+AC		5	5499H	Rnwy. on radio req.	
North Tonawanda, N.Y.	County Line	43°02'-78°49'	Com.	577	80	Major	2	2000		
North Tonawanda, N.Y.	Niagara Seapl. Svc.	43°01'-78°53'	Com. Seapl.	570	80	Minor	2	15840		Ramp, float, buoys, haulout
North Tonawanda, N.Y.	Shawnee Flying Svc.	43°03'-78°50'	Com.	580	80	Major	2	3300		Caution, gliders use field
Olcott, N.Y.	Palmer	43°19'-78°44'	Com.	315	80	Major	1	1900		
Olean, N.Y.	Midway	42°06'-78°28'	Com.	1510	80		1	1850		
Olean, N.Y.	Olean	42°04'-78°24'	Com.	1440	80	Minor	1	3050		No acft. repairs
Orchard Park, N.Y.	Orchard Park	42°48'-78°44'	Com.	775	80, 91	Major	1	2000		
Oshawa, Ont.	Oshawa	43°56'-78°54'	Mun.	458	80,91/98 100/130	Major	3	3476H	Flares on req.	
Perry, N.Y.	Perry-Warsaw Mun.	42°44'-78°03'	Mun.	1555	80	Minor	2	2100	Flares prior req.	
Pigeon, Mich.	Fertile Acres (Emerg.)	43°52'-83°18'	Priv.	680			1	2440		
Pinconning, Mich.	Sportsman's Field (Emergency)	43°50'-83°56'	Priv.	592			3	2800		
Plymouth, Mich.	Mettetal	42°31'-83°27'	Com.	700	80	Major	4	2500		
Plymouth, Mich.	Triangle	42°22'-83°26'	Com.	700	80	Major	3	2800		
Pontiac, Mich.	Allen's	42°43'-83°15'	Com.	1020	80	Major	5	2600		
Pontiac, Mich.	Pontiac Municipal	42°40'-83°24'	Mun.	974	80, 91	Major	4	3000	Bndy., flood req. circle fld.	Ben. emerg. use
Port Huron, Mich.	Baker's Field	43°01'-82°28'	Com.	585	80		3	2700		
Port Huron, Mich.	St. Clair Co. Mun.	42°54'-82°31'	Mun.	650	80	Major	2	2500		
Portville, N.Y.	Lee's Flying Service	42°01'-78°20'	Com.	1430	80		1	3000		Attd. evenings & Sun.
Randolph, N.Y.	Randolph	42°12'-78°58'	Priv.	1430			1	1750		
Ripley, N.Y.	Ripley	42°16'-79°44'	Com.	650	80		3	2200		
Romeo, Mich.	Henry Kuntsman	42°48'-82°56'	Priv.	680			2	2600		Emergency use
Romeo, Mich.	Romeo	42°48'-82°58'	Com.	730	80		2	2500		
Roseville (Detroit), Mich.	Roseville	42°29'-82°56'	Com.	610	80	Minor	All way	3100		
Saginaw, Mich.	Barry	43°24'-84°00'	Com.	599	80	Major	All way	1870	Port. prior req.	
Saginaw, Mich.	Barry Field SPB	43°23'-84°00'	Com. Seapl.	584	80		2	6000		Float
Saginaw, Mich.	Saginaw Mun.	43°26'-83°52'	Mun.	601	80, 91	Major	3	3300	Ben., bndy.	Lights on req.
Saginaw, Mich.	Saginaw Skyhaven	43°28'-83°57'	Com.	600			3	2800		
St. Catharines, Ont.	St. Catharines	43°11'-79°10'	Mun.	324	80, 91/98	Minor	3	2550H	Flare path 24 hr. notice	
St. Thomas, Ont.	St. Thomas	42°46'-81°06'	Com.	760	Avail.		3	2640H		
Salamanca, N.Y.	Salamanca	42°10'-78°45'	Com.	1370	80	Major	1	1200		Cld. heavy acft.
Saline, Mich.	Saline	42°08'-83°48'	Com.	820	80		2	1900		
Sandusky, Mich.	Williams Fld.(Emerg.)	43°20'-82°50'	Priv.	780			1	1600		
Sebewaing, Mich.	Sebewaing	43°44'-83°28'	Mun.	584	80		1	1900		
Sebewaing, Mich.	Sebewaing SPB	43°44'-83°28'	Mun. Seapl.	580	80		All way	Untim.		Ramp, dock, haulout
Silver Springs, N.Y.	Silver Springs	42°40'-78°04'	Priv.	1420			1	1200		
Springville, N.Y.	Springville	42°31'-78°39'	Com.	1395			3	2500		
Tecumseh, Mich.	Tecumseh	42°01'-83°56'	Com.	815	80	Major	3	2150		
Tillsonburg, Ont.	Tillsonburg	42°56'-80°45'	Mun.	893	80, 91/98	Minor	All way	4330		
Toronto, Ont.	Barker Field	43°43'-79°27'	Com.	600	80, 91/98	Major	3	2700		
Toronto, Ont.	Buttonville	43°52'-79°22'	Com.	650	80	Minor	3	2200	Flare pors	
Toronto, Ont.	Downsview	43°45'-79°29'	RCAF	650	Avail.	Minor	3	5800H	Port. 1 hr. req.	Mil. fuel
Toronto, Ont.	Malton	43°41'-79°38'	Mun.	565	Avail.	Major	3	6000H	Rnwy. appr., hi-intens. rnwy. & appr.	Radio receiver required
Toronto, Ont.	Toronto Island	43°39'-79°25'	Mun.	250	Avail.	Major	3	3000H	Bndy., rnwy.	Beacon on req. Day flying only
Toronto, Ont.	Toronto Island	43°38'-79°25'	Mun. Seapl.	248	Avail.	Major	3	3978		Ramp, dock.
Union, Mich.	Wings	42°35'-83°03'	Com.	630	80	Minor	3	2800		

AERODROMES - DETROIT SECTIONAL CHART

LOCATION	NAME	GEOGR. POSITION	TYPE	ELEV.	FACILITIES				
					FUEL (OCTANE)	REPAIRS	RUNWAYS NO.	RUNWAYS LONGEST	LIGH
Vassar, Mich.	Weish	43°20'-83°30'	Com.	710	80	Major	2	2100	
Warren, Mich.	Warren	42°32'-83°04'	Com.	625	80	Major	2	2300	
Wayne, Mich.	Hartsell Air Term.	42°19'-83°25'	Com.	675	80	Major	3	1800	
Welland, Ont.	Welland	42°59'-79°20'	Mun.	580	80		3	2800H	Port. flares on req.
Williamsville (Buffalo), N.Y.	Sheridan	42°59'-78°42'	Com.	640	80	Major	3	2400	Flares on req
Windsor, Ont.	Windsor	42°17'-82°58'	Mun.	621	Avail.	Minor	3	5250H	Rnwy.,appr..
Wixom, Mich.	Spencer Field	42°31'-83°33'	Priv.	940			1	1650	
Wyandotte (Detroit), Mich.	Hance	42°12'-83°12'	Com.	590	80	Major	3	2600	
Yale, Mich.	Yale	43°07'-82°47'	Com.	825	80		2	2350	
Ypsilanti, Mich.	McEnnan	42°12'-83°37'	Com.	738	80	Minor	4	2300	Port. prior re

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.
Military fuel is listed by letter code indicating octane ratings as follows: A+: 115/145, A: 100/130, B: 91/98,
The above listing does not include Air Force aerodromes.
*Joint civil and military operation; Air Force facilities at these fields are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of ch

AIR DEFENSE IDENTIFICATION ZONES

In the United States several areas have been designated as Air Defense Identification Zones (strator of Civil Aeronautics in the interest of national security. All aircraft entering the Air Defe are required to file flight plans, except aircraft entering from within the Continental Limits of the Un within the Northwest, San Francisco, Los Angeles, Albuquerque, and Knoxville Zones, at altitude above the immediate terrain. Effective January 15, 1951, any person who knowingly or willfully to penalties of one year in prison or $10,000 fine. The Air Defense Identification Zones are identified ADIZ, San Francisco ADIZ, Los Angeles DIZ, Atlantic ADIZ, Pacific ADIZ, Albuquerque A Canadian Boundary ADIZ. These areas are indicated on the face of Aeronautical Charts and are so l information see Civil Air Regulations Part 620.

Canadian Air Defense Identification Zones (CADIZ) have been designated by the Director of Ai of Transport. All aircraft entering these zones at altitudes of 4000 feet or more above the immediate file flight plans. The Canadian Air Defense Identification Zones are identified as the Eastern CADIZ an They are also indicated on the face of aeronautical charts and are so labeled.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
754th AC&W Squadron, Port Austin		PAGE 2 OF 2 PAGES

1. At 2204 EST, 17 February 1953, an unidentified object was sighted visually by A 1C John Mandinec and 2nd Lt Harold S Eagle. The object changed color from red to pink to pale white to white and back to red again. The object appeared to be larger and brighter than a star, and other than changing color there were no unusual features visible. The object appeared to be moving south at a very slow rate of speed. Eventually it faded out completely after becoming smaller and much less bright in intensity. At 2208 EST, 17 February 1953, 2nd Lt Eagle detected an unidentified target on the search radar equipment. The target was moving on a course of 180 degrees at 55 knots. It did not have any unusual characteristics on radar, except the speed, which was slow for an aircraft.

2. Object was first sighted at 2204 EST, visually for 5 minutes until 2209 EST, 17 February 1953. Detection time on radar was 2208 EST for 17 minutes until 2224 EST, 17 February 1953.

3. Object observed visually from ground and electronically by Search Radar. Type of radar was upper beam (1297 megacycles) of AN/FPS-3.

4. Observers who sighted object were at 754th AC&W Squadron, Port Austin, Michigan; longitude 83 degrees west, latitude 44 degrees 02 minutes 22 seconds north; elevation 646.75 feet MSL. Radar equipment located at same position. Object was sighted visually approximately 8 to 10 miles west northwest of station, estimated 100 feet above horizon. Location of radar track was 9 miles at 300 degrees. Grid coordinates of station are HQ 0203 and target was at GQ 4904. No height finder equipment is available but estimate of altitude using calibration data showed target to be at approximately 1,000 feet.

5. Observers of object, 2nd Lt Harold S Eagle and A 1C John T Mandinec are considered reliable and experienced. 2nd Lt Eagle has approximately 7 months experience as an aircraft controller and A 1C Mandinec has three years experience as an aircraft control and warning operator. Radar maintenance personnel found equipment fully operational with no evidence of any type of interference present.

6. Weather and wind conditions at time target was sighted and visible were: Visibility and ceiling: Unlimited. Temperature approximately 28 degrees Fahrenheit, with moderate winds from west.

7. No known meterological or other disturbances or activity existed at that time or at any time during 17 February 1953.

8. No physical evidence was available. Radar scope camera was inoperative at that time.

9. ADCC was notified, surrounding stations were contacted, and flight plan sources were checked, but no identification was available. No interception was attempted. why not?

10. No other aircraft were known to be in general area of object throughout period it was observed by personnel of this organization.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.— 31 AND 32, AS AMEN. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] UNCLASSIFIED

HQ: 754TH AC&W SQDN
AUTH: COMMANDING OFFICER
DATE: MAR 1 1953

COUNTRY	REPORT NO.	(NETWORK)
U.S.A.		SZ

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBRPT, Report of Unidentified Flying Objects

AREA REPORTED ON	FROM (Agency)
Lake Huron and Northeastern Michigan	754th AC&W Squadron, Port Austin, Michigan

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 March 1953	17 February 1953	B-3

PREPARED BY (Officer)	SOURCE
ROY W ANDERSON, CAPTAIN, USAF	Personnel of the 754th AC&W Squadron

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFL 200-5, 29 April 1952

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 118—Part II.)

1. The following report is submitted on the observance of an unusual flying object by personnel of the 754th AC&W Squadron, Port Austin, Michigan. Personnel concerned report having observed this object by visual means at 2204 EST, 17 February 1953, and by electronic means at 2208 EST, 17 February 1953.

2. True identity of this object remains unknown. Investigation of reports failed to disclose further details or information or any falsified or imaginative information as reported by personnel concerned.

APPROVED:

ROY W ANDERSON
Captain, USAF
Intelligence Officer

_____ INCLS.

DISTRIBUTION BY ORIGINATOR

1 cy - Chief, Air Technical Intelligence Center, ATTN: AFOIN-ATIAE-5, Wright-Patterson AFB, Ohio