PROJECT 10073 RECORD

1. DATE - TIME GROUP	2. LOCATION
14 October 65 15/0050Z	over K I Sawyer AFB, Michigan
3. SOURCE Military	10. CONCLUSION ? Astro (VENUS) Venus on horizon at 230 deg. (16.14h) mag -3.9 in process of setting. Motion attributed to refraction of setting planet.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 5-10 minutes	11. BRIEF SUMMARY AND ANALYSIS Object was sharply outlined, solid colored light. When first spotted the object was white. It then turned to red and brilliant red when it accelerated. Faded as it pulled away in the distance. Had the ability to accelerate rapidly but at first appeared stationary. Co-pilot saw a light believed to be a lost Cessna 172. Light appeared stationary then accelerated straight ahead. Climbed rapidly away. The light was first spotted on top of an overcast, it climbed between us and a distant cloud bank, no stars were noticed until the light climbed above the cloud into the clear air.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE 250 deg	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

HEADQUARTERS
410TH BOMBARDMENT WING (H) (SAC)
UNITED STATES AIR FORCE
K. I. SAWYER AIR FORCE BASE, MICHIGAN

REPLY TO ATTN OF: DCOI

SUBJECT: U.F.O. 20 Oct 1965

TO: AFSC (FTD)
Wright-Patterson AFB, Ohio

1. Attached is summary and reports of an observation made by one of our tanker crews on 15 Oct 1965.

2. Attached formats are used in lieu of AF Form 112.

Allen T. Ballard
ALLEN T. BALLARD, Lt Colonel, USAF
Chief, Intelligence Division

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1. Observation Summary
2. Pilot Report
3. Co-Pilot Report
4. Boom Opr. Report

POSSIBLE UNIDENTIFIED FLYING OBJECT SIGHTING

The aircraft was holding in the K I Sawyer Tacan south holding pattern. Clouds were an undercast, tops at 8,000 feet. High clouds up to 35,000 feet surrounded the area. Area of sighting was clear of clouds at the altitude of sighting.

The light was first sighted at the oneoclock low position as aircraft started on outbound leg. Assuming the light to be a Cessna 172 reported lost in the area, the pilot requested and received permission to descend to 13,000 feet and investigate. Descent was started at 45 nautical miles from Sawyer Tacan on a heading of 250 degrees. Closure was seemingly effected until aircraft was at 17,000 feet. At that time, closure appeared to have ceased and it was noted that the light was accelerating. Aircraft speed was increased to 340 knots indicated air speed but the light continued to accelerate and climb and effort to identify was discontinued at 15,000 feet.

The crew of the aircraft has had experience refueling B-58 and fighter aircraft. They stated the performance of the sighted object far surpassed that of any aircraft known to the crew.

No outline of the object was possible in the darkness. Only a well defined light that changed from white to various shades of red, and was last observed climbing on a southwesterly course.

Other air bases, weather stations and FAA facilities in the area have been contacted and report they had no activity in the area at the time.

Object was not visible on ground radar or the reporting aircraft radar.

Use of AF Form 112 and 112A as per AFR 200-2 not possible. No forms available this installation.

ROLF N. ERICKSON, Major, USAF
Investigating Officer

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BASIC REPORTING DATA AND FORMAT FOR UNIDENTIFIED FLYING OBJECTS
(REF AFR 200-2)

a. Description of the Object(s):

(1) Shape: SHARPLY OUTLINED SOLID COLORED LIGHT.

(2) Size compared to a known object: AT A DISTANCE OF 20 MILES AWAY THE OBJECT LOOKED LIKE A PEA HELD AT ARMS LENGTH.

(3) Color: WHEN FIRST SPOTTED THE OBJECT WAS WHITE. IT THEN TURNED TO RED AND BRILLIANT RED WHEN IT ACCELERATED. FADED AS IT PULLED AWAY IN THE DISTANCE

(4) Number: ONE

(5) Formation, if more than one: N/A

(6) Any discernible features or details: COLOR CHANGED FROM WHITE TO RED; IT HAD THE ABILITY TO ACCELERATE RAPIDLY BUT AT FIRST APPEARED STATIONARY.

(7) Tail, trail, or exhaust, including size compared to object(s)
NONE

(8) Sound: NONE

(9) Other pertinent or unusual features: WAS ABLE TO GO FROM 3NM TO 15NM OR MORE AWAY FROM THE KC-135 IN 10 TO 20 SECONDS. KC-135 WAS AT 340 KIAS.

b. Description of course of object(s)

(1) What first called your attention to the object(s) CO-PILOT SAW A LIGHT BELEIVED TO BE A LOST CESSNA 172.

(2) Location of object when first observed WAS HOLDING IN THE SOUTH TACAN HOLDING PATTERN AT K I SAWYER AFB AT 20,000 FT. OBJECT WAS APPROX 1 O CLOCK POSITION WHEN FIRST OBSERVED HAD MOVED TO 3 O CLOCK POSITION BY TIME CLEARANCE TO DESCEND WAS RECEIVED.

(3) Location of object upon disappearance STILL ON A HEADING OF 250 DEGREES AND CLIMBING

(4) Description of flight path and maneuvers of objects LIGHT APPEARED STATIONARY THEN ACCERLERATED STRAIGHT AHEAD. CLIMBED RAPIDLY AWAY.

(5) How did the object(s) disappear? CHASE WAS BROKEN OFF BY THE KC-135. KC-135 WAS AT 340 KIAS AND THE OBJECT STILL PULLED AWAY IN A CLIMB

(6) How long was the object(s) visible? 5 TO 10 MINUTES AT THE MOST

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c. Manner of observation:

(1) How was it observed?
VISUALLY

(2) What optical aids where used?

EYE GLASSES AND THROUGH THE COCKPIT WINDSHIELD

(3) Airborne information KC-135 FOLD 52 SPEED OF THE KC-135 WAS AT 340 KIAS. THEY WERE UNABLE TO CATCH IT. THEY CHASED IT IN A STRAIGHT AND LEVEL TAIL CHASE.

d. Time and date of sighting

(1) Zulu time-date of sighting
0050Z 15 OCT 65

(2) Light conditions NIGHT, DARK WITH NO MOON AND FEW STARS. THE AREA OF THE OBJECT WAS CLEAR. THE OBJECT WAS ON TOP OF AN OVERCAST.

e. Location of Observer(s)
LEFT SEAT OF KC-135

f. Identifying information on Observer(s)

DEWAINE P. JENSEN, CAPTAIN, FV3064308. ASSIGNED TO 46 AIR REFUELING SQ. K.I. SAWYER AFB, MICHIGAN. PILOT OF TANKER. AGE 34. HAS 10 YEARS OF PILOT TIME.

g. Weather and Winds--------Aloft Conditions at time and place of sightings

(1) Observer(s) account of weather conditions CLOUDY NEAR ESCANABA BUT CLEAR IN THE AREA OF THE OBJECT. COMPLETE OVERCAST AT APPROX 8,000 FT. CLOUDS IN ALL QUADRANTS TO 35,000 FT. AIRCRAFT AND OBJECT APPEARED AS IN THE BOTTOM OF A LARGE BOWL WITH THE EDGES OF THE BOWL BEING THE CLOUDS.

(2) Report from nearest AWS or U.S. Weather Bureau Office of wind direction and velocity in degrees and knots at:

Surface	CALM	20,000	2940
6,000	2730	30,000	3080
10,000	3030	50,000	3140
16,000	2835	80,000	N/A

(3) Ceiling: 100 BROKEN, 1400 OVERCAST (PROBABLE OF 8,000 FOOT OVERCAST)

(4) Visibility:

¼ TO ½ WITH LIGHT RAIN AND FOG

(5) Amount of cloud cover:

OVERCAST

(6) Phenomena in area and quadrant in which located:

PROBABLY SOME IN ALL QUADRANTS AROUND K. I. SAWYER AFB

(7) Temperature and dew point:

SURFACE TEMP. 47° F, DEW POINT 43°

h. Any other unusual accompanying condition meteorological, astronomical or otherwise, which might account for the sighting

None

i. Interception or identification action taken

NONE

j. Location, approximate altitude, and general direction of flight of any air traffic or balloon release in the area which could possibly account for the sighting

k. Position, altitude and comments of the reporting officer, including his preliminary analysis of the possible cause of the sighting(s)

l. Existence of physical evidence, such as materials and photographs.

NONE

AIRCRAFT LANDED AT WURTSMITH AFB, MICHIGAN AT 0320Z 15 OCT 65. WURTSMITH COMMAND POST WAS NOTIFIED OF SIGHTING AND IN TURN NOTIFIED K. I. SAWYER AFB, COMMAND POST AIRCRAFT LANDED BACK AT K. I. SAWYER AFB, MICHIGAN AT 1550Z 15 OCT 65. ANY ACTION TAKEN BY WURTSMITH AFB, IS UNKNOWN

WHILE HOLDING IN THE SOUTH TACAN FIX AT 20,000 FT THE PILOT, CO-PILOT AND BOOM OPERATOR OBSERVED A LIGHT WHICH APPEARED OFF OUR RIGHT WING AND LOW. WE WERE ON A HEADING OF 184° at 210 KIAS. MINNEAPLIS CENTER HAD ADVISED US EARLIER OF A MISSING CESSNA 172 IN THE ESCANABA AREA. WE CALLED MSP CENTER TO FIND OUT IF THE LIGHT WE SAW MAY HAVE BEEN THE MISSING 172. MSP STATED THEY HAD NO AIRCRAFT ON RADAR AND NO AIRCRAFT FLYING IN OUR AREA. MSP CENTER CLEARED US TO 15,000 FEET TO CHECK ON THE LIGHT. SPEED BRAKES WERE EXTENDED AND WE DESCENDED TOWARD THE LIGHT AS SLOW AS PRACTICAL AT THIS TIME THE LIGHT APPEARED STATIONARY. AS WE CLOSED ON THE LIGHT WE BLINKED OUR LIGHTS. AT 15,000 FEET WE CEASED TO CLOSE ON THE LIGHT - SPEED BRAKES WERE RETRACTED AND THROTTLES ADVANCED - THE LIGHT ACCELERATED AND CLIMBED OUT OF SIGHT. THE LIGHT WAS FIRST SPOTTED ON TOP OF AN OVERCAST IT CLIMBED BETWEEN US AND A DISTANT CLOUD BANK, NO STARS WERE NOTICED UNTIL THE LIGHT CLIMBED ABOVE THE CLOUDS INTO THE CLEAR AIR.

DEWAINE P. JENSEN, CAPTAIN, FV3064308
46 AIR REFUELING SQ, K I SAWYER AFB, MICHIGAN