PROJECT 10073 RECORD CARD [redacted]

1. DATE	2. LOCATION	12. CONCLUSIONS
13 Jun 64	Grand Ledge, Michigan	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 14/0315Z	4. TYPE OF OBSERVATION XX ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes XX ☐ No	6. SOURCE civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 15 seonds	8. NUMBER OF OBJECTS one	9. COURSE stationary
		XX ☐ Other Reflection from light on fg ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

See Case File

11. COMMENTS

Reflection of car headlights on patch of fog.

ATIC FORM 329 (REV 26 SEP 52)

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? 4100 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 area with trees

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

24.2 How fast were you moving? 30 miles per hour.

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

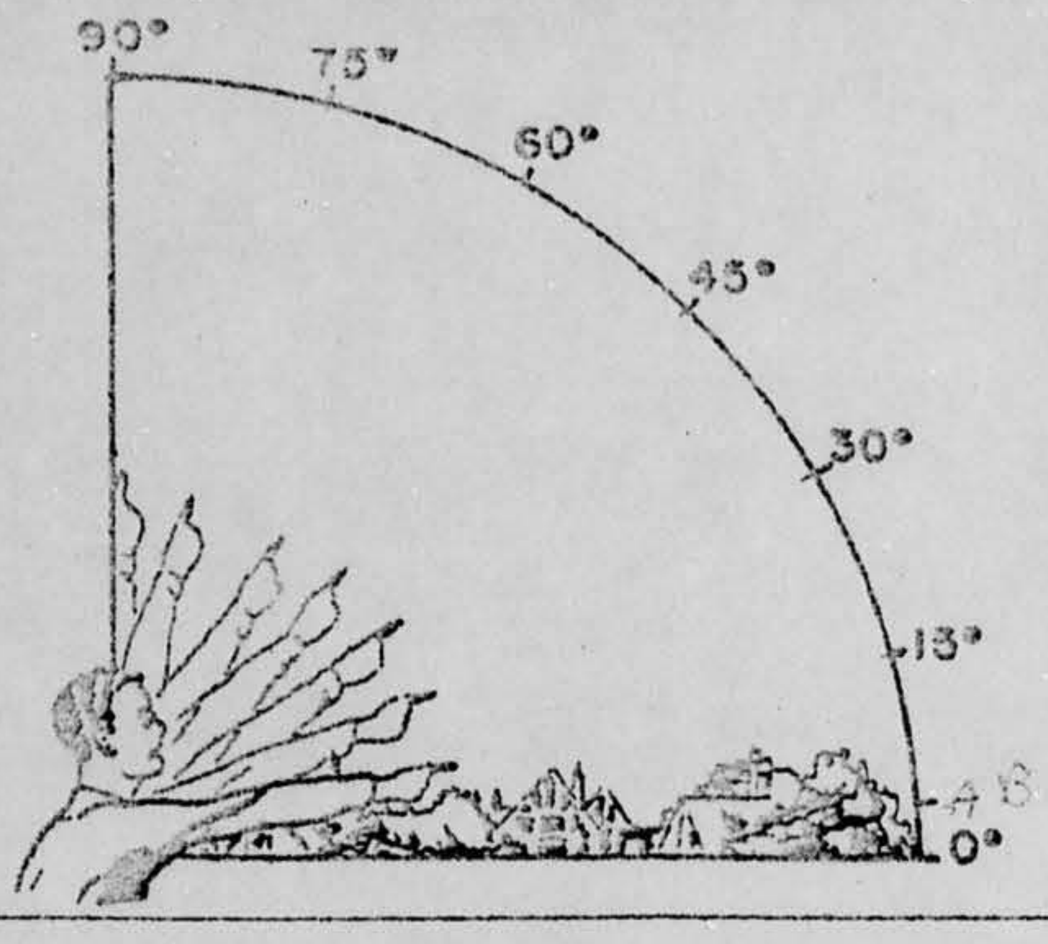
(Circle One) Yes No

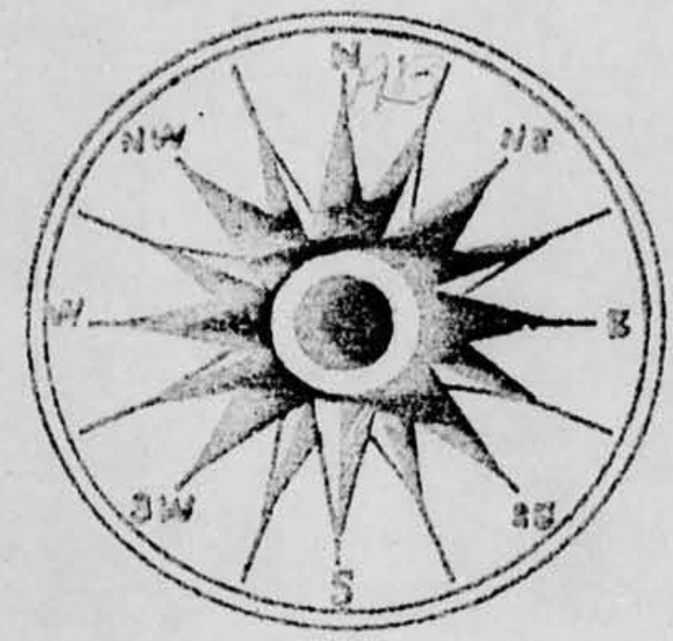
25. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	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.

N/O

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] 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 East Lansing

13 1 1966
Day Month Year

34. Date you completed this questionnaire: 24 (Day) 6 (Month) 1964 (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 go out of
sight as it was behind trees
and hills and then appeared
the other way. The object was very bright
like an aluminum, shaped
like a pear and glowed.

Page 8

AFTER FIVE DAYS RETURN TO

[redacted]

GRAND Ledge, Mich.

GRAND LEDGE
JUN 22
PM
1964
MICH.

PROJECT BLUE BOOK
CAPt. HECTOR RINTWICK
TPE
WPAFB, OHIO

TDE

PROJECT
AMPL.
TDE
SURFACE

UD-74 (1/62)

Michigan State Police

CASE SUPERVISION SHEET

Complaint No. 64-1591-64
File Class No. 50
Date of Original Complaint 5-27-64

Nature of Complaint UFO

DATE	OFFICER	ACTION
5-27-64	I. Suggs	MRS M[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] (signed) reports see
		ing 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. Visi
		about 1 minute aprox. 9:42PM. Disappeared as though some one
		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]
		Grn. Le 6272948, and
		Lin's Cn. 220 W Scott,
		Grn. Li 6272914 Saw
		Apple T 10:15P DATE
		ON E. OAK T, JUST OFF SAGINAW
		Lafayette - Bl. T, FLASHING LIGHT ON
		Top. — (Sec)

ECHO I

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 interciew[redacted]t. 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 R[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]t at [redacted]n 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 on to 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 ojbectcon formed with an opening in the trees through which the road passed. Adjacent to this opening was a small body of water with begetation. 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 nottaken. 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 remainedthe same, to determine if this was the prescence 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 Mowhawk 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 Ø9, C-119 on local flight to South Bend, Indiana, home station Selfridge AFB.

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

Misses [redacted]
and [redacted]
[redacted]
Grand Ledge, 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 motion 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 calssified 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 [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.

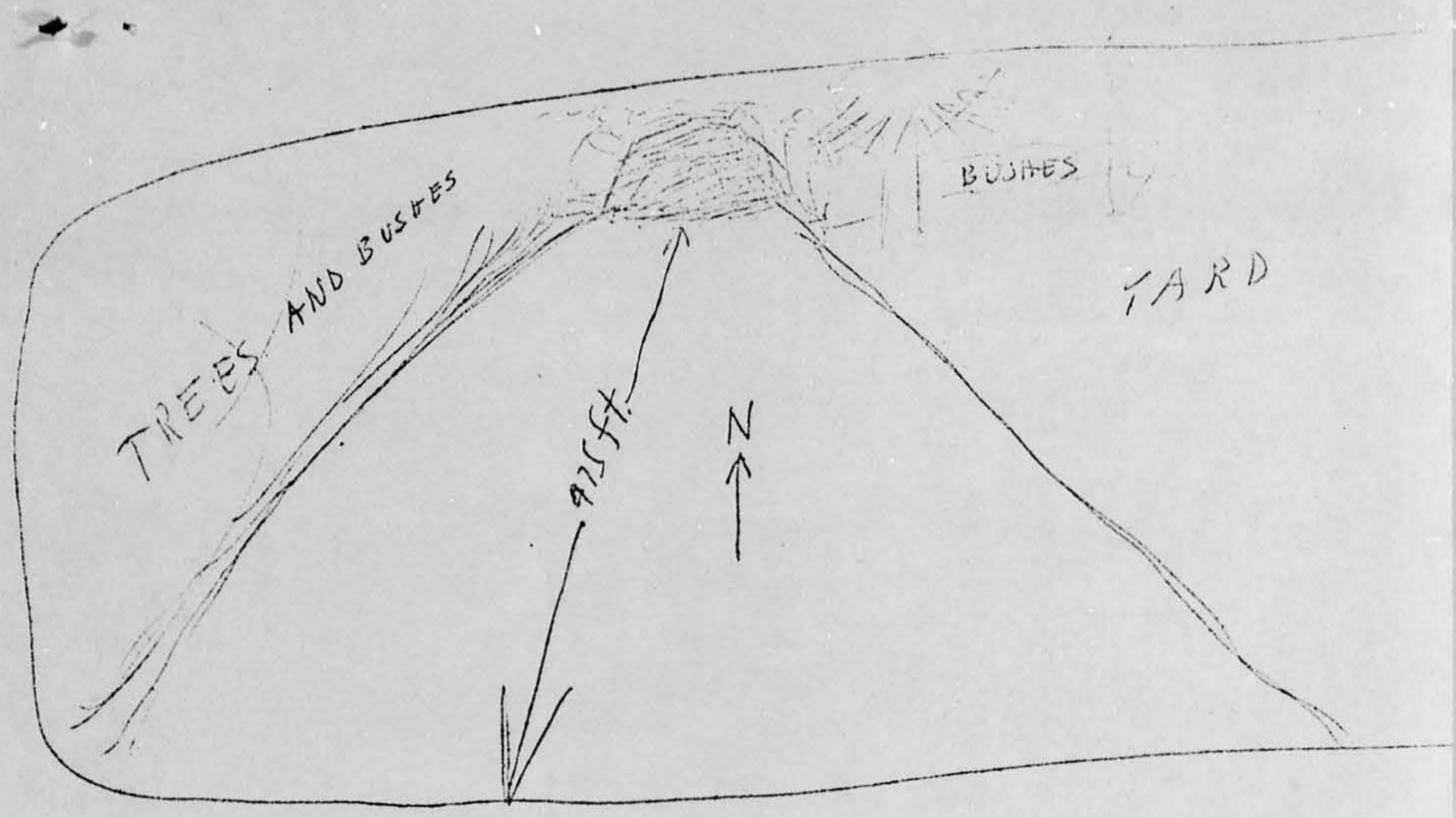
Investigators found no traces of anything unusual on the road over a distance of about 0.2 mile. There were some faint hoofprints from horses, and some marks where a car's tire had spun and kicked up some loose dirt (the road was graded but not paved). This tire-mark may have been what the boys saw,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

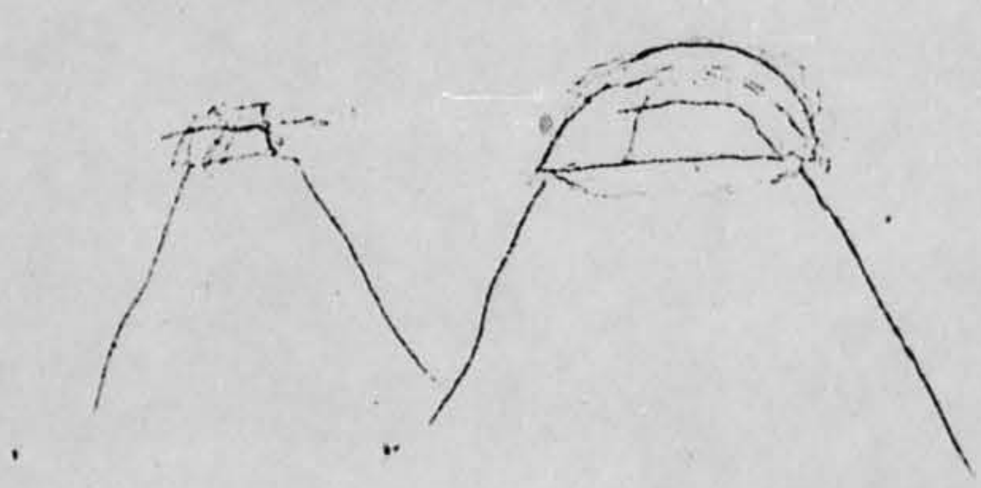
The other investigator, Sgt. Moody, is pursuing the matter further, since just beyond the dense bushes lining both sides of the road, on the south side, standing water was noticed, near the spot where the object was supposed to have been, on the east side of the road. It was thought that some fog might 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 believeing 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.'





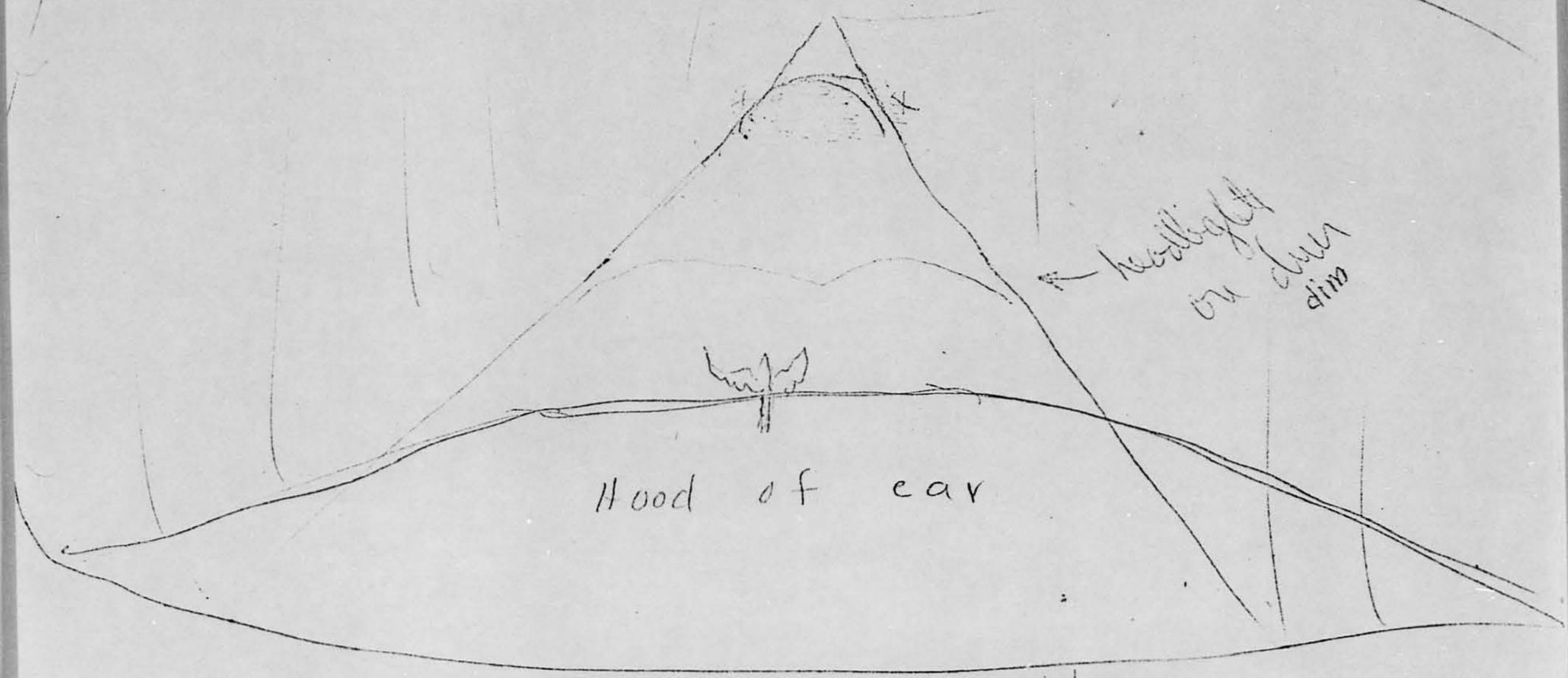
[redacted] - [redacted]:

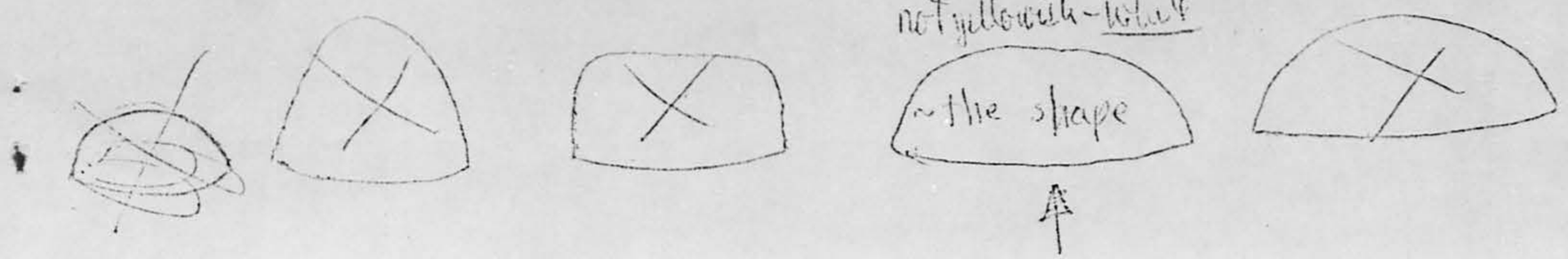
drawing made by WTP at scene, based on measurements + description

[redacted]

Drawn before visiting scene
by investigator (WTP): witnesses to place object on drawing

WIND SHIELD





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U.S. DEPARTMENT OF COMMERCE - WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION: LUNKE, NICOLET AIRPORT

DATE: JUNE 2 1964

Type (a)	Time (Local) (b)	Sky and ceiling (Hundreds of Feet) (2)	Visibility (Statute Miles) Surface (4a)	Visibility (Statute Miles) Tower (4a)	Weather and obstructions to vision (5)	Sea level pressure (Millibars)	Temp. (°F) (7)	Dew Point (°F) (8)	Wind Direction (9)	Wind Speed (Knots) (10)	Wind Character (11)	Altimeter setting (Inches) (12)	Remarks and supplemental aerial data (13)	Observer's initials (15)
R	0457	0	7			1005	69	64	21	06		2985	503 87	
R	0557	0	7			1003	68	63	22	05		284		
R	0657	0	7			1004	65	63	24	05		284		
R	0757	1-(D)	6		GF	1001	67	63	24	04		283	503 1001	
R	0857	1-(D)	3	3	GF	1001	67	63	25	05		284		
S	0857	1-(D)	2½	2½	GF				25	04				
R	0957	1-(D)	3	3	GF	1006	67	63	25	04		285		
R	1057	1-(D)	4		GF	1006	73	66	26	07		286	310 1006 66	
R	1157	1-(D)	5		H	1005	76	69	17	07		289		
R	1257	1-(D)	7			1004	81	69	28	10		286		
R	1357	1-(D)	10			1003	85	65	27	16		285	503 1006	
R	1457	1-(D)	12			1002	87	61	27	19		284		
R	1557	1+(D)-(D)	15			1001	87	59	27	19		284		
R	1657	1-(D)	16			1001	91	59	28	15	G21	286	003 1006 66	
R	1757	60(D)	15+			1000	96	61	28	16	G22	287		
R	1857	(D)	15+			1000	96	59	27	19	G25	288	TSW SW	
R	1957	60(D)	15+			1000	91	49	32	18	G25	288	107 1000 TSW OVHD	
R	2057	1(D)	15+			1000	89	49	30	15		287		
R	2157	1(D)	15+			1000	87	51	29	11		287		
R	2257	1-(D)	15+			1000	84	54	32	07		287	203 1001 93	
R	2357	2+(D)-(D)	15+			1001	81	54	30	09		287		
R	0057	6+(D)	15+			1001	81	51	29	03		288		
R	0157	6+(D)	15+			1002	79	48	29	02		291	512 1000	
R	0257	6+(D)	15+			1002	77	48	29	00		291		
R	0357	6+(D)	15+			1002	75	48	00	00		291		

WBAN 13 3
(16-1-54)

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION LANSING, MICH-AIRPORT DATE JUN 13 1964

TIME (L.S.T.)	STATION PRESSURE (INS.)	DRY BULB (°F.)	WET BULB (°F.)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT.	LOWEST LAYER TYPE & DIR.	LOWEST LAYER HEIGHT	SECOND LAYER AMT.	SECOND LAYER TYPE & DIR.	SECOND LAYER HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT.	THIRD LAYER TYPE & DIR.	THIRD LAYER HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT.	FOURTH LAYER TYPE & DIR.	FOURTH LAYER HEIGHT	TOTAL OPAQUE SKY COVER	PRESSURE TENDENCY	NET 3-HR CHANGE	SUNSHINE (MINUTES)	PRECIPITATION (INCHES)
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	28.930	68		84	0	0			0			0	0			0	0			0				
03	28.910	67		87	2	2	Cl	1	0			2	0			2	0			0	8	.010		
04	28.915	67		87	3	3	Cl	1	0			3	0			3	0			1				
05	28.925	67		81	6	6	Cl	1	0			6	0			6	0			2				
06	28.940	73		79	7	7	Cl	1	0			7	0			7	0			2	3	.010		
07	28.945	76		74	5	5	Cl	1	0			5	0			5	0			1				
08	28.940	81		63	6	6	Cl	1	0			6	0			6	0			2				
09	28.930	85		51	6	6	Cl	1	0			6	0			6	0			1	8	.010		
10	28.940	87		42	4	4	Cl	1	0			4	0			4	0			1				
11	28.925	87		35	4	1	Cu	40	1	Cl	1	4	0			4	0			2				
12	28.900	91		30	3	0	Cu	60	3	Cl	1	3	0			3	0			1	0	.010		
13	28.880	90		25	2	1	Cu	60	1	Cl	1	2	0			2	0			2				
14	28.860	92		24	0	0	Cu	60	0			0	0			0	0			0				
15	28.870	91		24	1	1	Cu	60	0			1	0			1	0			1	1	.010		
16	28.855	89		25	1	1	Cl	1	0			1	0			1	0			1				
17	28.855	87		29	5	5	Cl	1	0			5	0			5	0			3				
18	28.850	84		36	6	6	Cl	1	0			6	0			6	0			2	7	.010		
19	28.845	81		40	7	1	Ac	12.0	6	Cl	U	7	0			7	0			5				
20	28.840	76		48	7	7	Ac	ELSD	0			7	0			7	0			7				
21	28.835	74		53	8	8	Ac	ELSD	0			8	0			8	0			8	3	.005		
22	28.830	71		57	8	8	Ac	ELSD	0			8	0			8	0			8				
23	28.830	71		59	8	8	Ac	ELSD	0			8	0			8	0			8			.558	

SYNOPTIC OBSERVATIONS

TIME (G.C.T.) 41	TIME (L.S.T.) 42	NO 43	PRECIP. (INS.) 44	SNOW FALL (INS.) 45	SNOW DEPTH (INS.) 46	MAX. TEMP. (°F.) 47	MIN. TEMP. (°F.) 48	HGT. 838 MB. SURFACE 49	STATE OF GRND. 50	SEA STATE & DIR. 51	SWELL HGT. & DIR. 52	SWELL PERIOD 53	SURF HT. H. M. P. B. 54	WATER TEMP. 55	SOIL TEMP. 56	57	58
	MID TO 0045	X	0	0	X	70	69	X	X	X	X	X	X	X	X		
	0645	1	0	0	0	78	69		0								
	0645	2	0	0	0	73	66		0								
	1246	3	0	0	0	92	73		0								
	1854	4	0	0	0	93	84		0								
	MID	X	0	0	0	84	70	X	X	X	X	X	X	X	X		

STATION PRESSURE COMPUTATIONS

TIME (L.S.T.) 59	0055	0645	1253	1854
ATT. THERM. 60			29.92	
OBSERVD. BAR. 61			29.051	
TOTAL CORR. 62			-.107	
STA. PRESS. 63	28.930	28.944	28.844	28.759
BAROGRAPH 64	28.940	28.954	28.844	28.759
BAR. CORR. 65	+.010	+.010	+.010	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR. MAX. TEMP. (°F.) 66	24-HR. MIN. TEMP. (°F.) 67	24-HR. PRECIP. WATER EQUIV. (INS.) 68	24-HR. SNOWFALL UNMLTD. (INS.) 69	SNOW DEPTH (INS.) 70	PEAK GUST SPEED (m.p.h.) 71	PEAK GUST DIRECTION 72	PEAK GUST TIME L.S.T. 73	THICKNESS OF ICE ON WATER (INS.) 74	FROZEN GRND LAYER (INS.) TOP 75	FROZEN GRND LAYER (INS.) BASE 76	RIVER GAGE 77	24 HR. MAX. R. H. 78	24 HR. MIN. R. H. 79	WATER EQUIV. (INS.) 80	81
93	66	0	0	0							1.9				

PRECIP. & THDRSTM 28	BEGAN 83	ENDED 84	DUR. 85 Hrs. Mins.	OBSTR. TO VIS. 86	BEGAN 87	ENDED 88	DUR. 89 Hrs. Mins.
				GF	0335	0750	
				H	0750	0847	

90 REMARKS, NOTES AND MISCELLANEOUS PHENOMENA 0559E CLOUDY Sunrise CLOUDY Sunset

Total sunshine 14.18

Fastest observed 1-minute wind speed _____ m.p.h., or _____ direction _____ and time _____

Fastest mile 26 m.p.h.; associated direction W and time 1537

Excessive precipitation:

Δt (MINUTES)	5	10	15	20	30	45	60	80	100	120	150	180
PRECIPITATION (INCHES)												

0 SS 0515E

SR cor +27

SS cor 0

cs 23313

SR 22482

COMP TEMPS H L

SUN

DAY 67

EVE 89

1AM

MID

* - Grand River:

R-M Cedar River 3.2.

U.S. GOVERNMENT PRINTING OFFICE : 1968—O-477585

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 condusive 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 formatinn 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 consistant 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

A

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 (Day) 6 (Month) 1964 (Year)

2. Time of day: 10 (Hour) 15 (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) GRANDLEDGE (City or Town) Eaton County (State or County)

5. How long was object in sight? (Total Duration) _____ (Hours) _____ (Minutes) 15 (Seconds)

a. Certain
(b.) Fairly certain
c. Not very sure
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

FORM FTD OCT 62 164 This form supersedes FTD 154, Jul 61, which is obsolete.

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 [illegible]

13. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	(Yes)	No	Don't know
b. Suddenly speed up and rush away at any time?	Yes	(No)	Don't know
c. Break up into parts or explode?	Yes	(No)	Don't know
d. Give off smoke?	Yes	(No)	Don't know
e. Change brightness?	(Yes)	No	Don't know
f. Change shape?	Yes	(No)	Don't know
g. Flash or flicker?	(Yes)	No	Don't know
h. Disappear ~~and reappear~~?	(Yes)	No	Don't know

14. Did the object disappear while you were watching it? If so, how? Yes
It went behind clouds and was not seen again.

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.