

4602D AISS UFOB LOG

REPORT NUMBER <b>AISS-UFOB-10-56</b>	DATE/TIME OF SIGHTING <b>11/2340Z Jan 56</b>	RECD AISOP <b>12 Jan 56</b>
LOCATION OF SIGHTING <b>Wurtsmith AFB, Michigan</b>		LOGGED BY <b>S/Sgt DeRudder</b>
MEANS RECD <b>TT Msg</b>	ACTION TAKEN <b>Investigation authorized</b>	
INVEST UNIT <b>Flg 3-C</b>	DATE INVEST ASSIGNED <b>12 Jan 56</b>	ASSIGNING OFFICER <b>Lt McEntee</b>
DATE IR RECD HQ	DATE IR APPROVED	DATE IR TO ATIS
DATE FORM 5 <b>13 Jan 56</b>		
COMMENTS <b>Follow-up investigation assigned to Flight 3-C on 12 Jan 56. Results of investigation as follows:</b>		
CONCLUSIONS		

AISOP FORM 7 (2 APR 55)



AISSOP  
Comdr, 4602d AISS

Long Distance Telephone Call  
AISSOP  
S/Sgt DeRudder


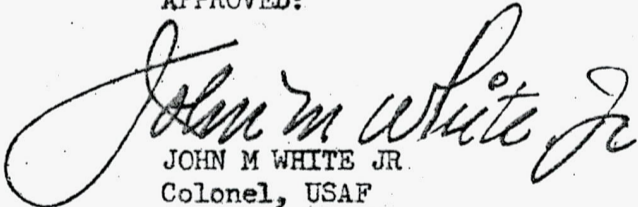
12 Jan 56  
1445 hours  
AISS Log #7  
S/Sgt DeRudder/4498

MEMORANDUM FOR RECORD:

1. Telephone conversation between S/Sgt DeRudder, this headquarters, and 1/Lt Finazzo, Flight 3-C, 4602d AISS.
2. The undersigned called Flight 3-C with respect to the authorization of a follow-up UFOB investigation of an object sighted at Wurtsmith AFB, Michigan. It was requested that Flight 3-C send one man by government vehicle to make a complete investigation of the sighting.
3. The undersigned was informed that Flight 3-C was in possession of a copy of the preliminary report and would immediately arrange for a government vehicle.

Ronald D. DeRudder, S/Sgt, USAF  
AIC, UFOB Program

AF FORM 112  
APPROVED 1 JUNE 1948UNCLASSIFIED  
(CLASSIFICATION)

COUNTRY <b>U.S.A.</b>		REPORT NO. <b>3C-UFOB-1-56</b>	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
SUBJECT <b>UFOB</b>			
AREA REPORTED ON <b>Oscoda, Michigan (GJGQ 3827)</b>		FROM (Agency) <b>Flight 3-C, 4602d AISS</b>	
DATE OF REPORT <b>17 January 1956</b>	DATE OF INFORMATION <b>11 January 1956</b>	EVALUATION	
PREPARED BY (Officer) <b>PAUL J. FINAZZO, 1/Lt., USAF</b>		SOURCE <b>S/SGT PAUL D. PORTER and Others</b>	
REFERENCES (Control number, directive, previous report, etc., as applicable) <b>TT # D/DI 245, Commander, 30th AD</b>			
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.)			
<b>I. CONTENTS:</b>			
<b>PART ONE:</b> Description of Sighting by S/Sgt Paul D. Porter.			
<b>PART TWO:</b> Description of Radar-contact by 2/Lt William H. Freeland.			
<b>PART THREE:</b> Description of Sighting by A/3C Kenneth J. Seger.			
<b>PART FOUR:</b> Supplementary Investigative Efforts.			
<b>PART FIVE:</b> Comments of Preparing Officer.			
<b>II. SUMMARY:</b> Investigation concluded. Investigating Officer unable to determine cause of sighting.			
<b>III. INVESTIGATOR:</b> 1/LT PAUL J. FINAZZO AO 3019508			
 PAUL J. FINAZZO 1/Lt., USAF Officer in Charge			
APPROVED:  JOHN M WHITE JR. Colonel, USAF Commander			
None INCL.			
DISTRIBUTION BY ORIGINATOR			
D/I, USAF; Comdr, ATIC; D/I, 30th ADiv; Comdr, 4602d AISS; OIC, Flt 3-C, 4602d AISS			

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO. 3C-UFOB-1-56	Part One
Flt 3-C, 4602d AISS		PAGE 2 OF 6 PAGES

I. SOURCE: Paul D. Porter, S/Sgt, USAF

Occupation: Aircraft Landing Control Technician

Organization: 2030th AACS  
Wurtsmith AFB  
Oscoda, Michigan

Age: 22 years

Education: High School Graduate

Qualifications: Tech School - 50 weeks  
(Control Tower and GCA)

II. RELIABILITY: SOURCE has worked in the GCA and Control Tower field for over three years. Was emphatic in stating that object could not have been a star, and seemed positive of all times and descriptions. SOURCE is due for discharge from service in one month.

III. SOURCE'S DESCRIPTION OF SIGHTING: "I was on standby duty in GCA on the night of 11 January 1956 when Sgt Compeau called my attention to an object hovering off the approach end of runway 06 at approximately 1840 EST (112340Z). As he told me to keep an eye on it he called Paperdoll (754th AC&W Sq, Port Austin, Michigan). I picked up the binoculars and continued to watch the object. In appearance it was a reddish-orange ball similar to a jet aircraft flying directly away from me. The object wasn't perfectly round; I believe it was higher than it was wide. It was approximately the size of a nickel held at arm's length away. There was no apparent motion although it did grow dim as if it was going in a straight line away from me. Paperdoll sent Tip-Toe-Easy (Wurtsmith based F-89, aircraft #465) down for a look. Tip-Toe-Easy came over on tower frequency and we told him the object was below him and to his left. He then reported a temporary radar lock-on. A few moments later he reported he had lost the target and would come in to land. He touched down at 1910 EST (120010Z). We later called the pilot in the alert hanger; he reported he had had a temporary radar lock-on 12 o'clock from his position, 11 miles out. The object suddenly climbed in a 40° degree angle to his position and the Radar Observer lost it. I would estimate the object's altitude to be between 6500 and 7000 feet. At one time I had both Tip-Toe-Easy and the object in sight, so they could not have been one and the same. I compared the object with a nearby star at the time and it seemed much duller than the star. The object looked more like a dim fire and when it began climbing I knew it was going too fast to be a star."

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)  Flt 3-C, 4602d AISS	REPORT NO. 3C-UFOB-1-56	Part Two  PAGE 3 OF 6 PAGES
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I. SOURCE: William H. Freeland, 2/Lt., USAF

Occupation: Radar Observer (F-89 Aircraft)

Organization: 445th Fighter Interceptor Squadron  
Wurtsmith Air Force Base  
Oscoda, Michigan

Age: 21 years

Education: 2 Years College

Qualifications: Radar Observer Training

II. RELIABILITY: SOURCE seemed quite sure of himself in his ability as a Radar Observer. He stated that before this incident occurred he always believed that UFOBs were only called in by "pranksters". SOURCE is married and plans to make the Air Force his career.

III. SOURCE'S DESCRIPTION OF RADAR CONTACT: "Upon returning from a scramble we were told by Paperdoll that the Wurtsmith tower had an unidentified object in sight. We contacted the tower and they told us the object was heading approximately 240° degrees. We rolled out on a heading of 230° degrees and the tower informed us that they had us in sight and the object was to our left and slightly lower. We leveled off at 7000 feet and I obtained a contact 5° degrees starboard, level and 11 miles in range. A lock-on was obtained and we had approximately a 50 knot over-take speed, time was approximately 1850 EST (112350Z). We flew for about two minutes and then the target started to gain altitude as indicated by the elevation dot on the radar scope indicator. We started a climb at 450 knots TAS but were unable to keep the target within the elevation limits of the radar. The target was climbing much faster than we were. The automatic gain control cut out at this time which led me to believe that I no longer had a lock-on. I immediately went to hand control but could not make contact. We then returned to the field and landed at approximately 1910 EST (120010Z)."

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)  Flt 3-C, 4602d AESS	REPORT NO. 3C-UFOB-1-56	Part Three  PAGE 4 OF 6 PAGES
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I. SOURCE: Kenneth James Seger, A/3C, USAF

Occupation: Control Tower Operator

Organization: 2030th AACS  
Wurtsmith Air Force Base  
Oscoda, Michigan

Age: 19 Years

Education: High School Graduate

Qualifications: Tech School - 14 weeks  
(Control Tower)

II. RELIABILITY: SOURCE didn't seem too certain of himself. Tried to make his statements coincide with those of Sgt. Porter.

III. SOURCE'S DESCRIPTION OF SIGHTING: "On the evening of 11 January 1956, at 1840 EST, the personnel in the Control Tower, S/Sgt Porter, S/Sgt Compeau and myself spotted an object off the approach end of runway 06 at about 7000 feet. The object looked like an aircraft that had just departed and we were looking at it from the rear. We observed it through the binoculars and it didn't seem to move. We called Paperdoll to see if they had an aircraft under their control and they stated that Tip-Toe-Easy was returning from a B-47 intercept. A few minutes later Tip-Toe-Easy called us and asked if we still had the object in sight. We said we did. We then had the object and aircraft in sight and told Tip-Toe-Easy the position of the object from his present position. He then began approaching the object. He said he had a temporary lock-on, but had no visual contact. He stated its position as 11 miles ahead but then said he had lost the object due to its rapid climb. I saw the object gain altitude rapidly and then disappear. We later talked to the pilot and he stated no other facts. We had lost sight of the object approximately the same time Tip-Toe-Easy lost radar contact and didn't observe it after that."

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## AIR INTELLIGENCE INFORMATION REPORT

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### SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with the Wurtsmith Weather Station revealed no significant meteorological data which could be related to the UFOB sighting.
2. Lt Finazzo contacted the 754th AC&W Squadron at Port Austin, Michigan who investigated the possibility of other aircraft being in the Oscoda area during the UFOB sighting. No aircraft were known to be in the area.
3. Contact was later made with Dr. [REDACTED], Professor of Physics and Astronomy at Wayne University in Detroit, Michigan. Dr. [REDACTED] stated that the planet Venus was in one of its brighter stages during the time of the UFOB observation. He also stated that the position of Venus during the UFOB sighting was 30° degrees above the horizon in the southwestern portion of the sky.
4. The pilot of the F-89 aircraft, 1/Lt Culpepper, could not be contacted during the course of the investigation due to his participation in a cross country flight. S/Sgt. Compeau was on pass and could not be reached either.

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)  Flt 3-C, 4602d AISS	REPORT NO. 3C-UFOB-1-56	Part Five  PAGE 6 OF 6 PAGES
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**COMMENTS of Preparing Officer:**

1. It is the opinion of the Preparing Officer that although the planet Venus was located in the same area of sky as the UFOB on the night of the observation, there can be no correlation between the two because of the following reasons:

a. Sgt. Porter compared the UFOB to a nearby star (which could have been Venus) and stated that the UFOB was not as bright as the star.

b. Sgt. Porter also stated the color as being reddish-orange; the colors normally associated with stars are white, blue and yellow.

c. A radar-equipped F-89 aircraft cannot make radar contact with Venus or any other celestial body when flying straight and level at 7000 feet.

d. The UFOB made a steep angle climb which was observed both visually from the tower and with the F-89 radar indicator.

*Paul J. Finazzo*  
PAUL J. FINAZZO  
1/Lt., USAF  
Officer in Charge

**COMMENTS of Approving Officer:**

1. A comprehensive analysis of weather conditions existing in the Wurtsmith AFB area at the time of the sighting revealed the presence of a strong, moving tropopause (temperature inversion), the top of which was at an altitude of 4,500 feet. The above mentioned meteorological phenomenon creates a bending of radar waves (anomalous propagation) toward the earth's surface and thus a ground target can appear to be in the air. A radar lock-on can be made on a ground target in this situation.

2. Astronomical bodies viewed from the ground through this temperature inversion would appear to be distorted and could appear to move, bounce, and/or take on various colors of the spectrum.

3. After consideration of the statements of the SOURCES, the location of the planet Venus, and the existence of a pronounced inversion, it is the opinion of this headquarters that the sighting was probably caused by an electronic and optical reflection due to meteorological conditions.

*JMM*