PROJECT 10073 RECORD

1. DATE - TIME GROUP 11 Jul 68 0300 local 1200Z	2. LOCATION EIELSON AFB, ALASKA mult
3. SOURCE military	10. CONCLUSION RADAR: Probable Anomalous propagation VISUAL: Probable Astronomical (MOON) PSH Comments: See reverse side of card
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 25 mins	11. BRIEF SUMMARY AND ANALYSIS At 0300 local, several aircraft controllers sighted a large orange or yellow light in a clear area of sky south of the base. The light did not move much laterally (except slightly west) and gradually became dimmer until it disappeared to 0325 into the haze that had moved into the area. The Fairbanks RAPCON was contacted, by the tower personnel, and reported radar returns south of Eielson AFB.
6. TYPE OF OBSERVATION ground vidual	
7. COURSE see case	
8. PHOTOS ☐ Yes XX No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

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

[redacted] AC, Squadron at Murphy Dome located 35 km west of Eielson AFB was [illegible] report any visual or radar sightings in area in question. No sightings [illegible]. There were no known aircraft or balloons that could have been in the [illegible]. There was a good correlation between times of the radar sightings and visuals [illegible] sightings do not correlate well with visuals in reference to movement, [illegible] objects involved and position of objects. This combined with the [illegible]ent by the RAPCON console operator that he thought the paints were radar [illegible] indicates that the radar paints were indeed due to anomalous propagation. [illegible] local the moon was at azimuth of 194 deg and elevation of 5 to 6 deg and [illegible] nearly a full moon (full moon 10 Jul 68). At about 0325 local it was at [illegible]ately 201 deg az and at about 4 to 5 deg elevation. This combined with the [illegible] that the object was seen in a bright patch of sky and that the sky [illegible] hazed over in the south would seem to indicate that the observers were looking [illegible] moon.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS ALASKAN AIR COMMAND
APO SEATTLE 98742

REPLY TO ATTN OF: ALDI

14 August 1968

SUBJECT: UFO Report

TO: Foreign Technology Division (TDETR)
Wright-Patterson AFB OH 45433

1. The attached UFO report was submitted by the 5010th Combat Support Group (AAC), Eielson AFB Alaska.

2. Due to the nature of this report and the time period involved, no account of this incident was submitted by electrical transmission. The report has been accomplished thoroughly and in accordance with AFR 80-17. This headquarters has nothing further to add.

FOR THE COMMANDER

R. H. SPOONER, Lt Colonel, USAF
DCS/Intelligence

1 Atch
UFO Report, 27 Jul 68

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 5010th COMBAT SUPPORT GROUP (AAC)
APO SEATTLE 98737

REPLY TO ATTN OF: ILOX

27 JUL 1988

SUBJECT: UFO Report

TO: AAC (ALDI)

The attached Unidentified Flying Object report is forwarded IAW AFR 80-17. Format complies with AFR 80-17, and supplementary instructions received from your headquarters (ALNT).

FOR THE COMMANDER

John A. Zimmermann

JOHN A. ZIMMERMANN, Lt Col, USAF
Chief, Base Ops & Tng Division

1 Atch
Rpt of Investigation of UFO

D[redacted] TELECONFER			
C[redacted]		INFO	DIST
AIDI		✓	X
A[redacted]			
A[redacted]		✓	Erin
A[redacted]	✓	CAPT SPIJI	
A[redacted]			
A[redacted]			
DU[redacted]			
FILE:			
DATE: 30 JUL 1988			
R[redacted] S:			

[redacted]

AFR 11-30

FOREIGN TECHNOLOGY DIVISION

Date _____

MEMO TO: _____

SUSPENSE:

EIELSON WEATHER 11/1100Z - 11/1400Z

NO UNUSAL WEATHER OBSERVED

11/1100Z (11/0200L)
EIL 90@E110@/@30 57/33/3304/961/MAG 30 SCT E
UNM 6@15@/@15 053/99/48/2205/969
CONDS INTMS
BIG 60@100@30 034/54/48/2704/962

11/1117Z (11/0217L)
UNM 4@10@/@7 2407/969 VSBY 2 SM-W

11/1200Z (11/0300L)
EIL 80@E110@/@30 031/54/37/3407/MAG31
UNM 4X1 1/2 F 050/48/48/2706/968
BIG 60@E100@/@30 031/53/50/3409/961 BINOVC

11/1300Z (11/0400L)
EIL 80@E110@30 55/38/3404/960 MAG 31
UNM -XE6@5F 046/49/47/2605/967 F3
BIG 60@E100@30 031/52/48/2605/961 RWU SW

11/1400Z (11/0500L)
EIL E80@110@30 53/39/2603/961/MAG23 E-S-W VIRGA
UNM -XE 7@5F 045/49/48/2807/967 F4 CIG RGD
BIG 60@E100@/@30 032/53/49/2505/962 RWU SW

DATA FOR FAI 11/1200Z RAOB (11/0300L)

FREEZING LVL 7400 FT MSL
WEAK INVERSON SFC-1500 FT MSL
SFC TEMP +13°C 1500MSL TEMP + 14°C

SUNRISE, SUNSET (EIL)

SET 10/2109L
ROSE 11/0239L
SET 11/2106L

Martin P Wiess

MARTIN P. WIESS, Capt, USAF
Chief Forecaster

STATEMENT 12 July 1968

At approximately 0330 hours 11 July 68, I was notified by the Control Tower personnel that they had sighted an aircraft or object that appeared to be at a low altitude over the trees Southwest of the Base. I proceeded to the tower arriving at arporximately 0340, by which time the object had proceeded in a Southerly direction and could no longer be seen by the naked eye. However, Approach Control reported that they had been observing slow moving returns in the vicinity and direction that the observation had been made. Approach Control was asked the distance and bearing of the returns, and reported that it was to the South at a distance that I cannot recall. I looked in that direction through the Binoculars and observed what appeared to be a very dim object reflecting light that was almost obscured by clouds and haze. It appeared to be either almost stationary or flying directly away about 10-15° above the horizon. The clouds were quite dark and low in the area and the object or phenomenom faded out of sight within approximately 5 minutes. I could not determine or estimate it's size, distance, or altitude, and I believe it could well have been some reflected light phenomenom, A light plane, helicopter, or some other earthly object, however I have no idea what the purpose a manned aircraft might have had in that area at that time of day, unless it was spotting moose or other wildlife. An NCO at the Murphy Dome Air Defense Radar Site was contacted during the incident and he reported that they had no returns on their Radar in the vicinity. No further action was taken.

The above statement is true and correct to the best of my recollection, is for Official Use Only, and not to be released to the public without my consent.

Harold R. Gammon

HAROLD R. GAMMON, Major, USAF
Supervisor of Flying
6th Strategic Wing (SAC)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 5010th COMBAT SUPPORT GROUP (AAC)
APO SEATTLE 98737

REPLY TO ATTN OF: Donald A. Sproul ATCS(T) Eielson RAPCON 14 July 1968

SUBJECT: Statement of Possible Correlation of Visually Observed Light Emitting Object or Phenomina With a Radar Observed Target

TO: Intelligence Officer
Eielson AFB, Alaska
APO Seattle 98737

1. On the morning of July 11, 1968 at approximately 4:05 AM ADT Eielson Tower Personnel called the RAPCON and asked me if I could "See" something about 20 miles to the south on our radar. I informed them that I did observe a radar target at 18 miles, Bearing about 140 degrees magnetic (29 Degree variation from true) from our radar antenna. I was asked to "Keep an Eye" on this target and this I did do.

2. The Radar Target was initially observed at approximately two miles south of the Harding Lake Tower on a south westward heading; At the outset the speed appeared to be about 90 knots. After proceeding on this heading for ten miles, the target abruptly (no turning ARC noted) headed to the east and after reaching a point about five miles south of the originally observed position it again headed southwest. The target made one more zig-zag in it's southwestward track and slowed to about thirty knots. This target faded from the radar ten miles east of the Gold King Airport after being observed for about thirty five minutes. Two radar targets were noted on this observed track for about three quarters of the "Paints".

3. Approximately ten minutes prior to the fading of the original track, there appeared two additional targets at the origin of the first. These started out along the original track but then split into two separate targets at a point about fifteen miles southwest of the Harding Lake Tower; One, following generally the track of the first observed targets. The other target tracked due west and faded about thirty miles south (180° Mag from the radar antenna). The southwest bound target faded at a point about five miles north of the last observed target paint on the original track.

4. About 45 minutes had elapsed from the initial observation until the last.

5. Under certain Atmospheric conditions, especially in the early norning or evening, it is not uncommon for numerous targets to appear on the radar with no apparent explanation. These unexplained targets are commonly referred to as "Ghosts". Most of these fade after a veryshort period (several scans of the radar antenna). However a few do paint for a period of many minutes.

6. We in Air Traffic Control do not normally take note of every ghost or target that appears on the radar. Only those targets that are identified as IFR Aircraft or those that have requested VFR radar flight following, are observed closely. Occasionally an unidentified target is given special attention when it is apparent that it may become a factor in the control of an identified aircraft; All unidentified targets are given as traffic to the pilots of radar identified aircraft; Otherwise we have no need to maintain observation of unidentified aircraft or other objects which would result in a radar target.

Donald A. Sproul

DONALD A. SPROUL
Eielson RAPCON

1 Atch
Map, Track of Radar

[redacted]

INVESTIGATION OF UNIDENTIFIED OBJECT IAW AFR 80-17

1. SITUATION:

a. On the morning of 11 July 1968, a report of an unidentified flying object (UFO) was forwarded to the 5010th Command Post by Sgt Keer of the 6th Strategic Wing Combat Intelligence Division.

b. Sequence of Events:

(1) At approximately 1200Z hours 11 July 1968, Eielson AFB tower personnel observed an orange round object at a low altitude about 18 miles south of Eielson AFB. (See Atch # 1).

(2) Fairbanks Radar Approach Control (RAPCON) was contacted by tower personnel and reported radar returns south of Eielson AFB. (See Atch # 2).

(3) The 744 ACW Squadron at Murphy Dome, located 35 KM west of Eielson AFB, was requested to report any visual or radar sightings in the area in question. No sightings were made.

(4) Tower personnel requested that the 6th Strategic Wing supervisor of flying, Major Gammon, who was on the aircraft parking ramp at the time, come to the tower to observe the phenomenon. At the time of his arrival the object was no longer readily visible; however, a sighting was made with the use of binoculars. Although Major Gammon could not positively identify the object as unusual, his report does confirm it's existance. (see Atch # 3).

2. INVESTIGATION:

a. All personnel involved in the sighting were interviewed. (See Atch # 1).

b. The 744 ACW Squadron was contacted, and Captain Wiess, the controller on duty at the time of the sighting, was interviewed. The following pertinent information was obtained:

(1) No radar contact was made.

(2) The altitude of site equipment (3000 ft ASL) would have made radar contact extremely unlikely due to ground clutter, as the object was sighted at low altitude and was slow moving.

(3) No warnings of hazards to flights such as balloon launchings had been received by the site in the recent past.

c. No known unusual weather phenomenon occurred at this time. (See Atch # 4).

d. Area facilities were contacted for pertinent information, with negative results.

[redacted]

(1) Agencies Contacted:

(a) Fairbanks Approach Control Center.

(b) Fairbanks Flight Service.

(c) Fort Wainwright Airfield Operations.

(d) Eielson Air Force Base - Base Operations.

(e) Fort Greely Flight Operations.

(f) Fort Greely Range Officer - (Who also checked all appropriate organizations working in the Fort Greely area).

(g) Fort Wainwright Range Officer - (Who also checked all appropriate organizations working in the Fort Wairwright area).

(h) Alaskan Air Command - Command Post.

(i) Alaskan NORAD Region Combat Center - (Who also checked applicable organizations within the NORAD Region).

(j) Alaskan Air Command - Intelligence.

(k) 13th Missile Warning Squadron - Clear MEWS.

(l) Det 2, 11th Weather Squadron, Eielson AFB, and Fairbanks Weather Service. (See Atch # 4).

(m) Alaska Land, a Fairbanks commercial organization which occasionally flies a manned balloon.

(2) Information Requested:

(a) Known aircraft flights which could possibly place the aircraft in the area in question.

(b) Knowledge of the launching of any vehicles which could, at any time, enter the area in question, i.e., rockets, balloons, flares, etc.

(c) Knowledge of any organization which might launch, or have knowledge of the launch of any aircraft or vehicle which could enter the area in question.

3. CONCLUSION:

a. The three primary personnel involved in the visual sighting are highly dependable individuals. Their job calls for careful screening, extensive training, and consistently high performance and reliability. Their work requires constant observation and identification of a great variety of aircraft.

[redacted]

b. It is unlikely that the witnesses involved would be unable to identify an aircraft, balloon, weather occurrence, or other recognizable natural phenomena.

c. Radar Confirmation:

(1) The RAPCON console operator is a highly trained, experienced and reliable specialist.

(2) The times of radar sightings correlate quite well with visual sightings.

(3) Radar sightings do not correlate well with visual sightings in reference to movement, quantity of objects involved, and position of objects. (See Atch # 5).

(4) False radar returns are not unusual. These returns, called "ghosts" by radar operators, sometimes act in much the same manner as the returns received on the morning of 11 July 1968.

(5) The console operator on duty on 11 July told the investigating officer that, had tower personnel not queried him concerning returns received from the south, he would have attributed these returns to routine "ghost" tracks.

(6) Though it is perfectly possible that radar returns were caused by objects reported by witnessess, it is equally possible that there is no relationship between the visual and electrical sightings.

d. It is unlikely that the object observed was a vehicle launched or flown by any local civilian or government agency.

e. The sighting which occurred on the morning of 11 July 1968 is an "Unidentified Flying Object" as it has not been explained and appeared out of the ordinary. It is therefore reportable under the provisions of AFR 80-17.

Charles McMullen Major

ROBERT S. ADAMS, Major, USAF
Intelligence Officer

5 Atchs
1. AF Form 117 (3 Rpts), w/1 Atch
2. RAPCON Ltr, Mr. Sproul, w/1 Atch
3. Statement, Maj Gammon
4. Weather Rpt, Capt Wiess
5. Map, Visual & Radar Sightings

[redacted]

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R358

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. *(IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)*

1. WHEN DID YOU SEE THE PHENOMENON?
DAY 11 MONTH July YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?
HOUR Approx 0300 MINUTES _____ ☒ A.M. ☐ P.M.

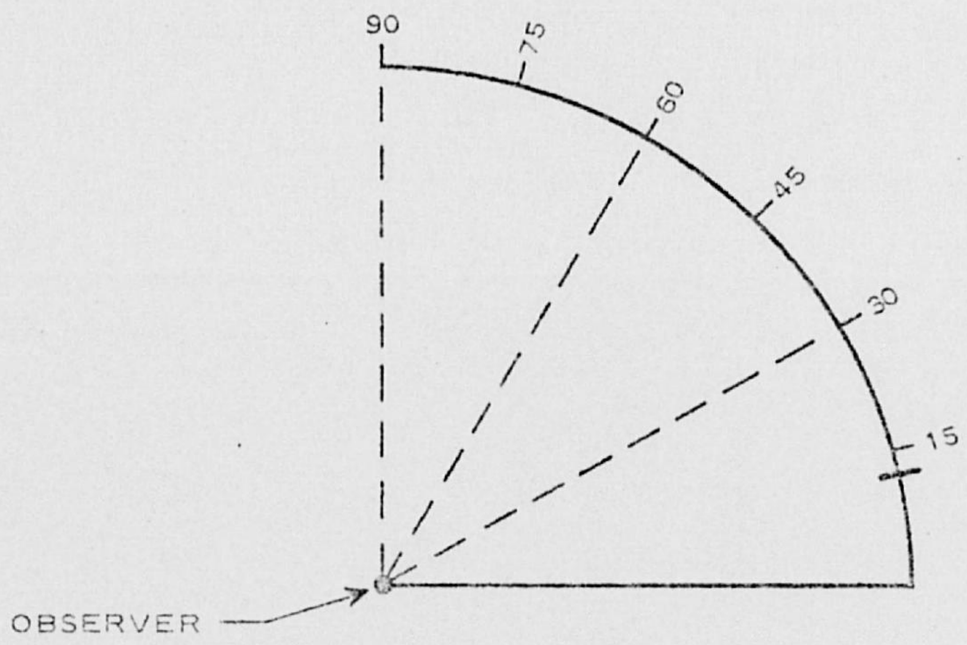
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?
HOUR 03 MINUTES 25 ☒ A.M. ☐ P.M.

4. TIME/ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD
☐ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☒ OTHER Alaska

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

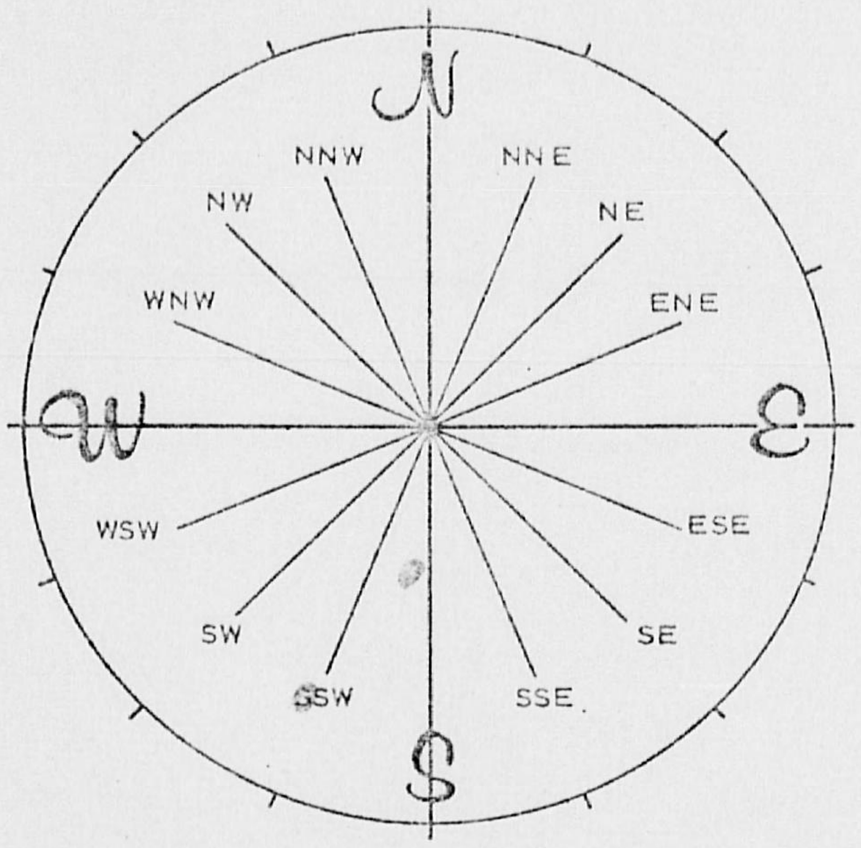
Eielson AFB Control Tower, Eielson AFB, Alaska

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



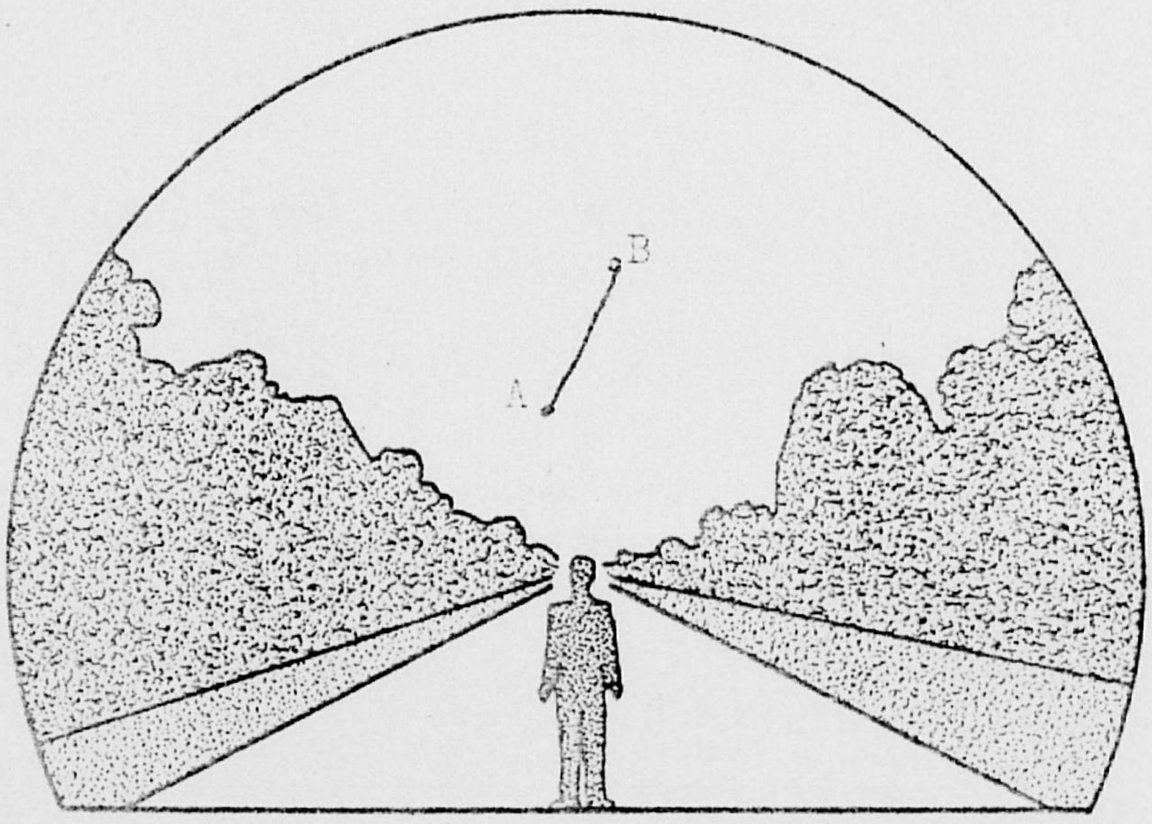
AF FORM AUG 67 117

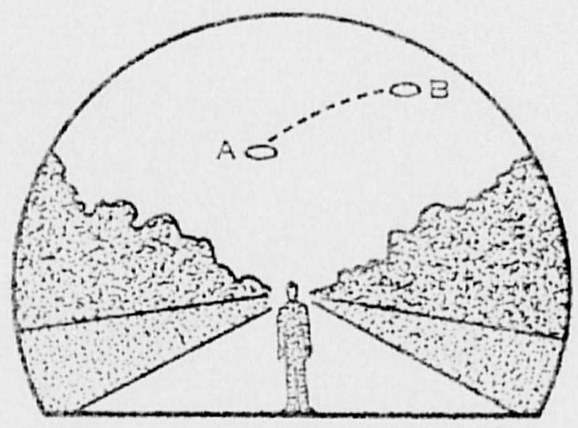
6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



MAG Heading

7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.





8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? *(Check appropriate blocks.)*

	OUTDOORS		IN BUSINESS SECTION OF CITY
X	IN BUILDING		IN RESIDENTIAL SECTION OF CITY
	IN CAR ☐ AS DRIVER ☐ AS PASSENGER		IN OPEN COUNTRYSIDE
	IN BOAT		NEAR AIRFIELD
	IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER		FLYING OVER CITY
	OTHER		FLYING OVER OPEN COUNTRY
X	On Airfield		OTHER

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?				HOW FAST WERE YOU MOVING?
	NORTH		EAST	
	SOUTH		WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
	NORTHEAST		SOUTHEAST	
	NORTHWEST		SOUTHWEST	☐ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☐ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME				
Approx 25 Min		CERTAIN OF TIME		NOT VERY SURE
	X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☒ YES ☐ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

Lost due to haze and sunrise

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
X	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT		CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
	NIGHT				LIGHT RAIN OR DRIZZLE
	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
X	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST				UNKNOWN
		X	HAZE OR SMOG		NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON			
	NONE		BRIGHT MOONLIGHT		NO MOONLIGHT
	A FEW		MOON WITH HALO		UNKNOWN
	MANY		MOON HIDDEN BY CLOUDS		
	UNKNOWN		PARTIAL *(New or quarter)*		

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? [X] YES [ ] NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

	IN FRONT OF YOU		TO YOUR RIGHT		OVERHEAD *(Near noon)*
X	IN BACK OF YOU		TO YOUR LEFT		UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN, Area Brightly illuminated. Object disappeared approx 30 min later into haze SSW.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

Bright Orange or yellow object. Self-Luminous, solid, edges appeared sharp. Round object. No other objects.

13. DID THE PHENOMENON	YES	NO	UNKNOWN
MOVE IN A STRAIGHT LINE?			X
STAND STILL AT ANYTIME?			X
SUDDENLY SPEED UP AND RUN AWAY?		X	
BREAK UP IN PARTS AND EXPLODE?		X	
CHANGE COLOR?	X		
GIVE OFF SMOKE?		X	
CHANGE BRIGHTNESS?	X		
CHANGE SHAPE?		X	
FLASH OR FLICKER?		X	
DISAPPEAR AND REAPPEAR?	X		
SPIN LIKE A TOP?			X
MAKE A NOISE?			X
FLUTTER OR WOBBLE?			X

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

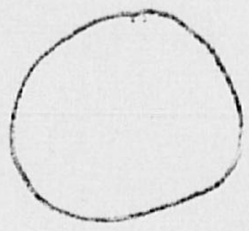
Bright light

A. HOW DID IT FINALLY DISAPPEAR?

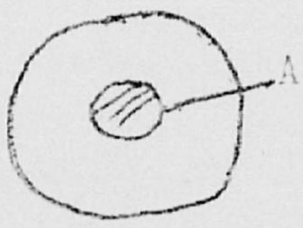
Into haze

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☐ YES ☑ NO. IF "YES," DESCRIBE.

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

	EYEGLASSES		CAMERA VIEWER
	SUNGLASSES	X	BINOCULARS
	WINDSHIELD		TELESCOPE
	SIDE WINDOW OF VEHICLE		THEODOLITE
X	WINDOWPANE		OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED Unknown.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 10 Mi.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

Nothing

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☐ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO? ☒ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES.

[redacted]

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

[redacted]

ADDRESS *(Street, City, State and Zip Code)*

[redacted]

TELEPHONE *(Area code and number)*	AGE				
[redacted]	32	X	MALE		FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

[redacted]

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME _____ DAY _____ MONTH _____ YEAR _____

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 13 MONTH July YEAR 1968

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R358

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. *(IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)*

1. WHEN DID YOU SEE THE PHENOMENON?
DAY 11 MONTH July YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?
HOUR 3:00 MINUTES _____ [X] A.M. [ ] P.M.

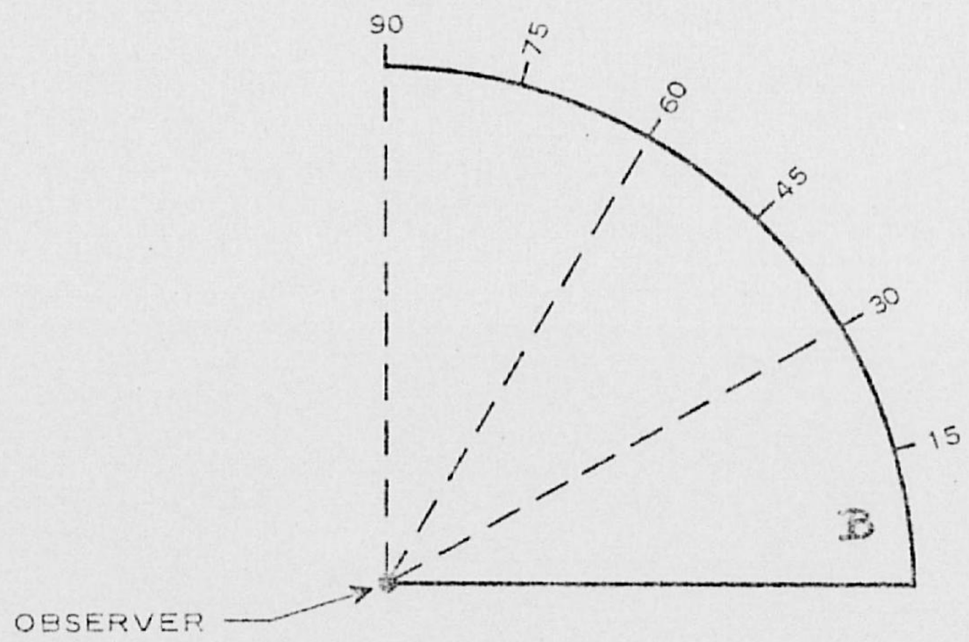
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?
HOUR 3: MINUTES 25 [X] A.M. [ ] P.M.

4. TIME/ZONE [X] DAYLIGHT SAVINGS [ ] STANDARD
[ ] EASTERN [ ] CENTRAL [ ] MOUNTAIN [ ] PACIFIC [ ] OTHER

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

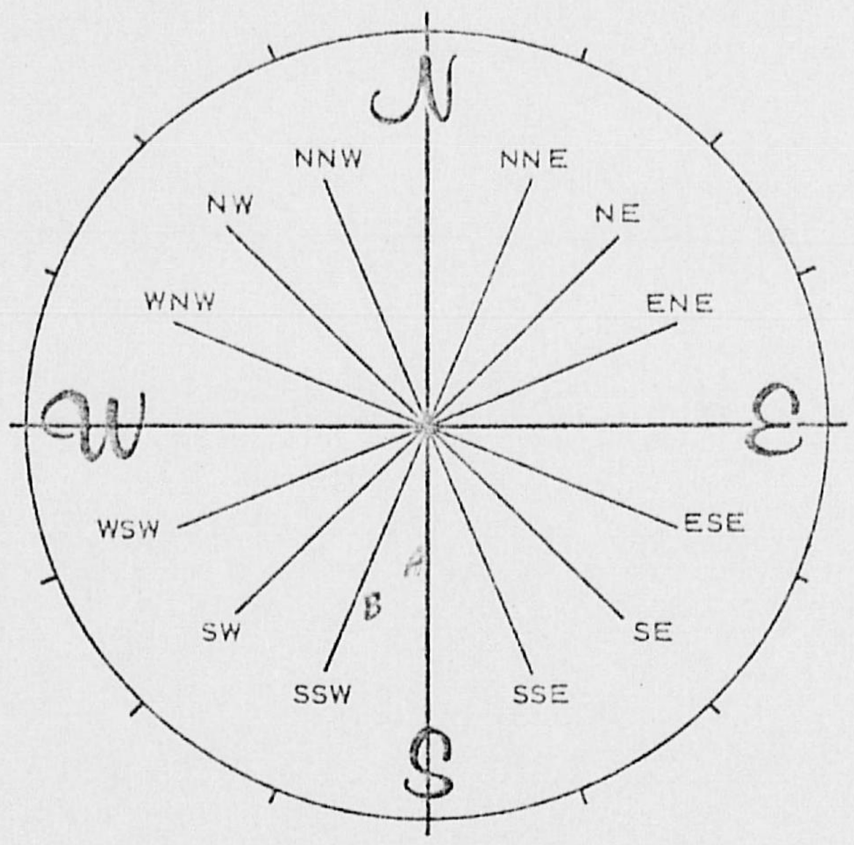
Eielson AFB Control Tower, Eielson AFB, Alaska

5. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

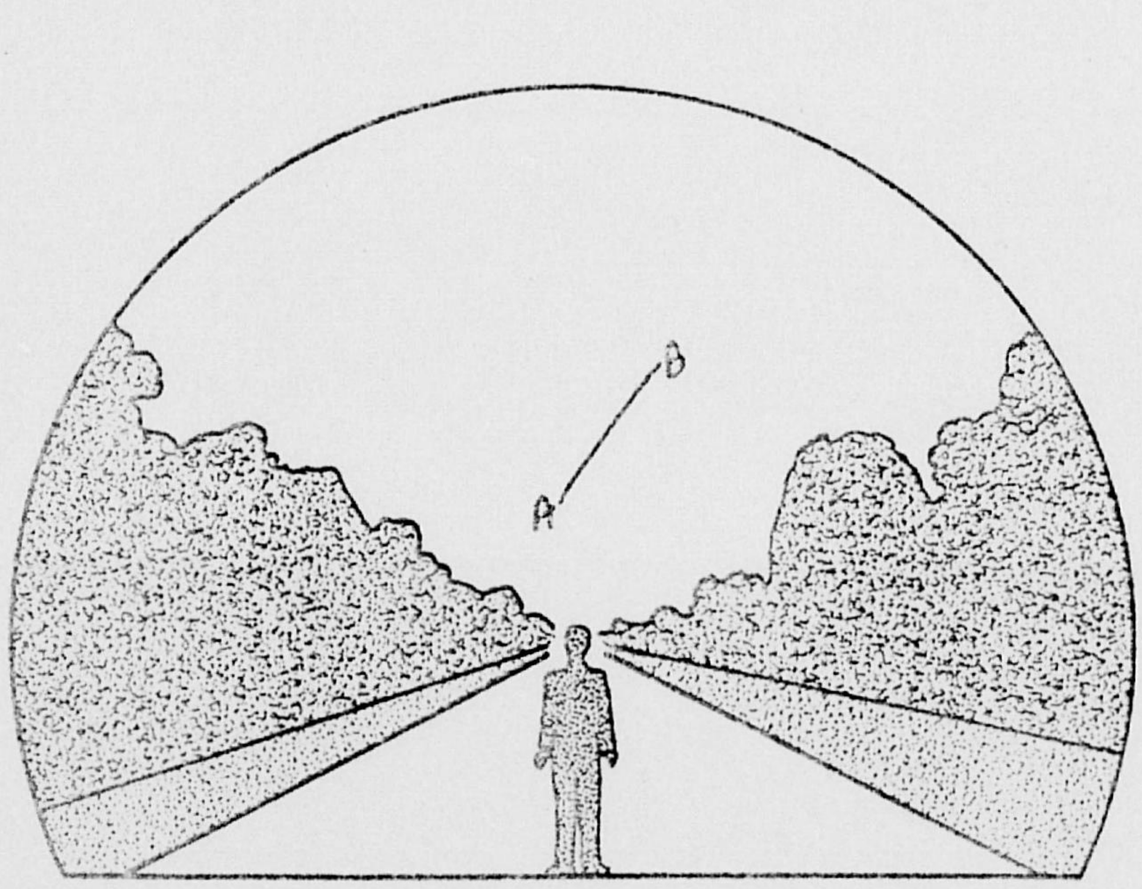


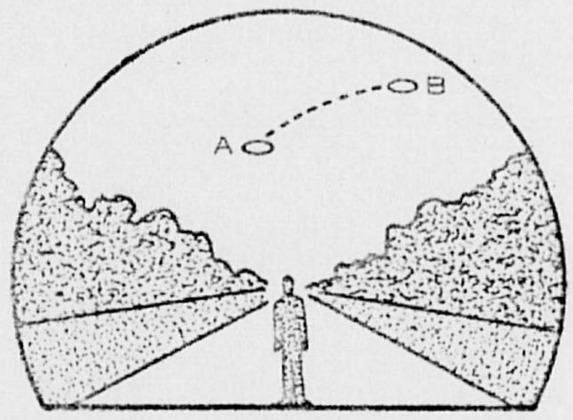
AF FORM AUG 67 117

6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.





8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? *(Check appropriate blocks.)*

	OUTDOORS		IN BUSINESS SECTION OF CITY
X	IN BUILDING		IN RESIDENTIAL SECTION OF CITY
	IN CAR ☐ AS DRIVER ☐ AS PASSENGER		IN OPEN COUNTRYSIDE
	IN BOAT		NEAR AIRFIELD
	IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER		FLYING OVER CITY
	OTHER Tower Operator		FLYING OVER OPEN COUNTRY
		X	OTHER On airfield

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?				HOW FAST WERE YOU MOVING?
	NORTH		EAST	
	SOUTH		WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
	NORTHEAST		SOUTHEAST	
	NORTHWEST		SOUTHWEST	☐ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☐ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME				
25 Minutes		CERTAIN OF TIME		NOT VERY SURE
	X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

Estimated

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☐ YES ☐ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
X	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT		CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
	NIGHT				LIGHT RAIN OR DRIZZLE
	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
X	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST				UNKNOWN
		X	HAZE OR SMOG		NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON			
	NONE		BRIGHT MOONLIGHT		NO MOONLIGHT
	A FEW		MOON WITH HALO		UNKNOWN
	MANY		MOON HIDDEN BY CLOUDS		
	UNKNOWN		PARTIAL *(New or quarter)*		

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? ☐ YES ☐ NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

	IN FRONT OF YOU		TO YOUR RIGHT		OVERHEAD *(Near noon)*
X	IN BACK OF YOU		TO YOUR LEFT		UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN- When the object was first seen it was in a very bright and clear area, but as it traveled to the SW it disappeared into a layer of haze.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

The object was very bright when first observed and appeared to be self-luminous, orange in color. It looked as if it was a solid object with very sharp edges and round in shape. There were no objects in my field of view to compare it with.

13. DID THE PHENOMENON	YES	NO	UNKNOWN
MOVE IN A STRAIGHT LINE?	X		
STAND STILL AT ANYTIME?	X		
SUDDENLY SPEED UP AND RUN AWAY?		X	
BREAK UP IN PARTS AND EXPLODE?		X	
CHANGE COLOR?		X	
GIVE OFF SMOKE?			
CHANGE BRIGHTNESS?		X	
CHANGE SHAPE?		X	
FLASH OR FLICKER?			
DISAPPEAR AND REAPPEAR?		X	
SPIN LIKE A TOP?			
MAKE A NOISE?		X	
FLUTTER OR WOBBLE?		X	

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

It being very bright and in a location where there should have been nothing.

A. HOW DID IT FINALLY DISAPPEAR?

Was lost in a layer of haze.

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☐ YES ☒ NO. IF "YES," DESCRIBE.

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

	EYEGLASSES		CAMERA VIEWER
	SUNGLASSES	X	BINOCULARS
	WINDSHIELD		TELESCOPE
	SIDE WINDOW OF VEHICLE		THEODOLITE
	WINDOWPANE		OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED 50 MPH.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 5 MI.

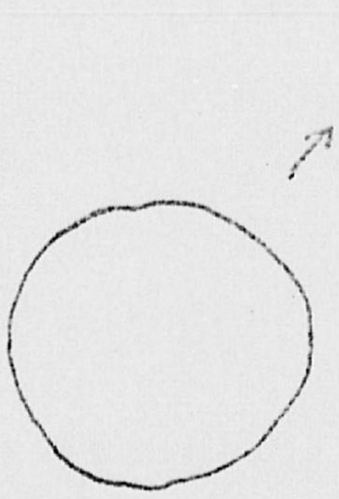
20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

A large balloon.
The object was a very vivid orange color, even more so when seen through binoculars. When seen through binoculars it had no similarities to a balloon because of its very bright and vivid color.

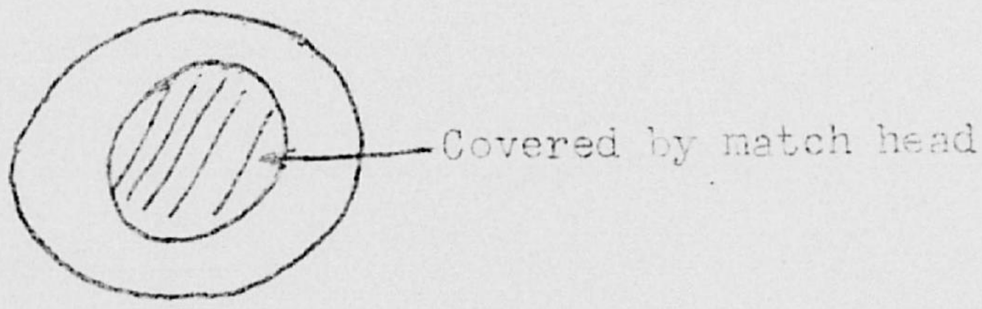
21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE.

15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☒ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☐ YES ☐ NO. IF "YES," DID THEY SEE IT TOO? ☒ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES

[redacted]

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

[redacted]

ADDRESS (Street, City, State and Zip Code)

[redacted]

TELEPHONE (Area code and number)	AGE				
[redacted]	31	X	MALE		FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

Airport Control Tower Operator.

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?
I did not report this sighting. Report by 6th Strategic Wing

NAME _____ DAY 11 MONTH July YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 12 MONTH July YEAR 1968

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

[redacted] my watch in the Nielson AFB Control Tower on 11 Jul 64 at approx 0300 I saw what appeared to be a large bright object about 5 to 8 miles South of the Control Tower. The object appeared to stay in one place or was moving so slow that movement was hard to detect. However, after watching it for approx 25 minutes it gradually dimmed and disappeared into a haze layer to the SSW at an approx distance of 35-40 miles.

AFR 80-17(C1)

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R354

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, IAW AFR 80-17. *(IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)*

1. WHEN DID YOU SEE THE PHENOMENON? DAY 11 MONTH 7 YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? HOUR 0300 MINUTES on the hour ☒ A.M. ☐ P.M.

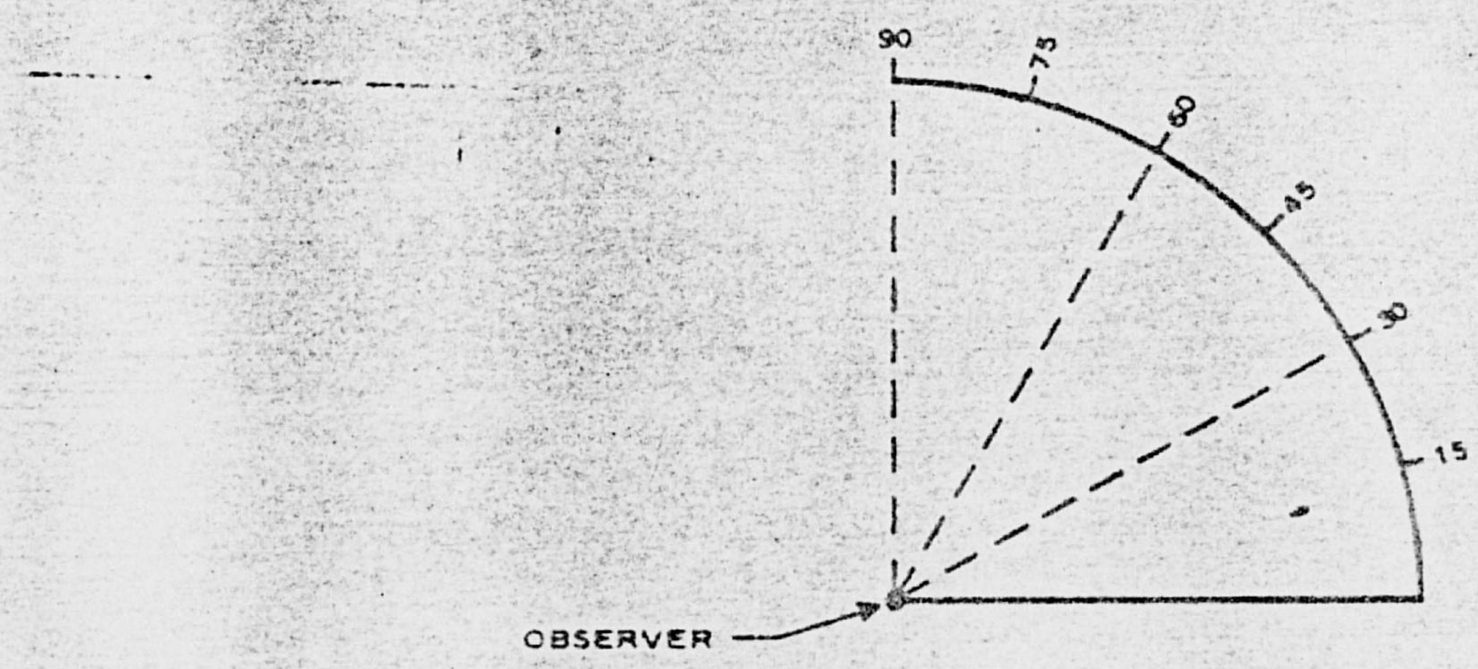
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 0300 MINUTES 25 ☒ A.M. ☐ P.M.

4. TIME/ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD
☐ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☒ OTHER Alaska D.T.

5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.

Eielson AFB Control Tower - Alaska

6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



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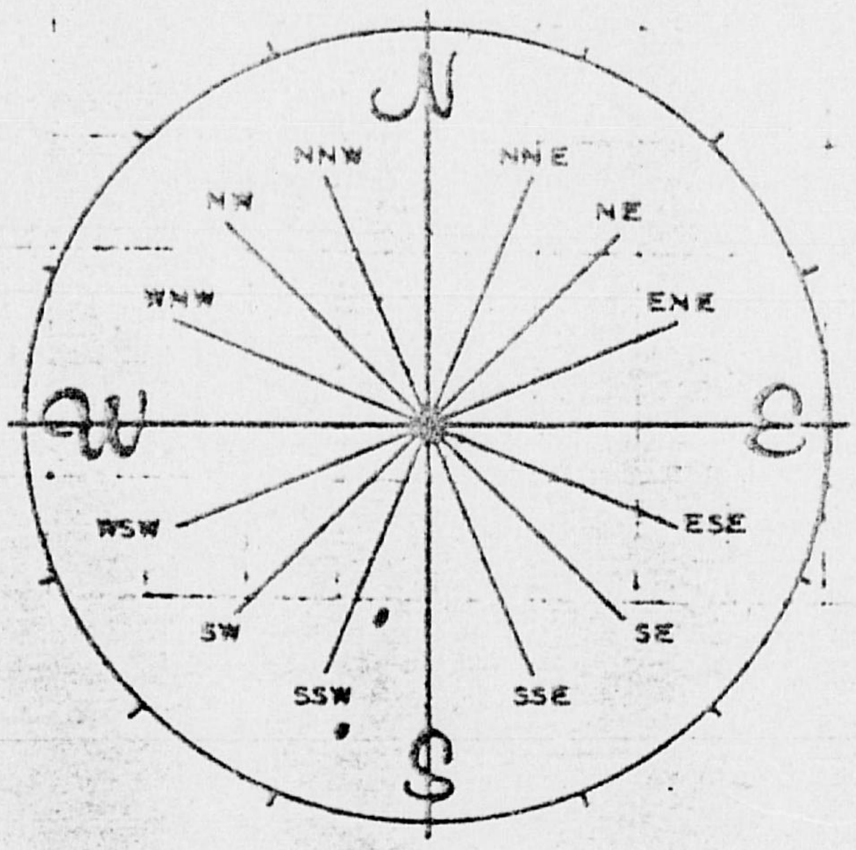
Attachment 1
(Becomes Attachment 1 to AFR 80-17)

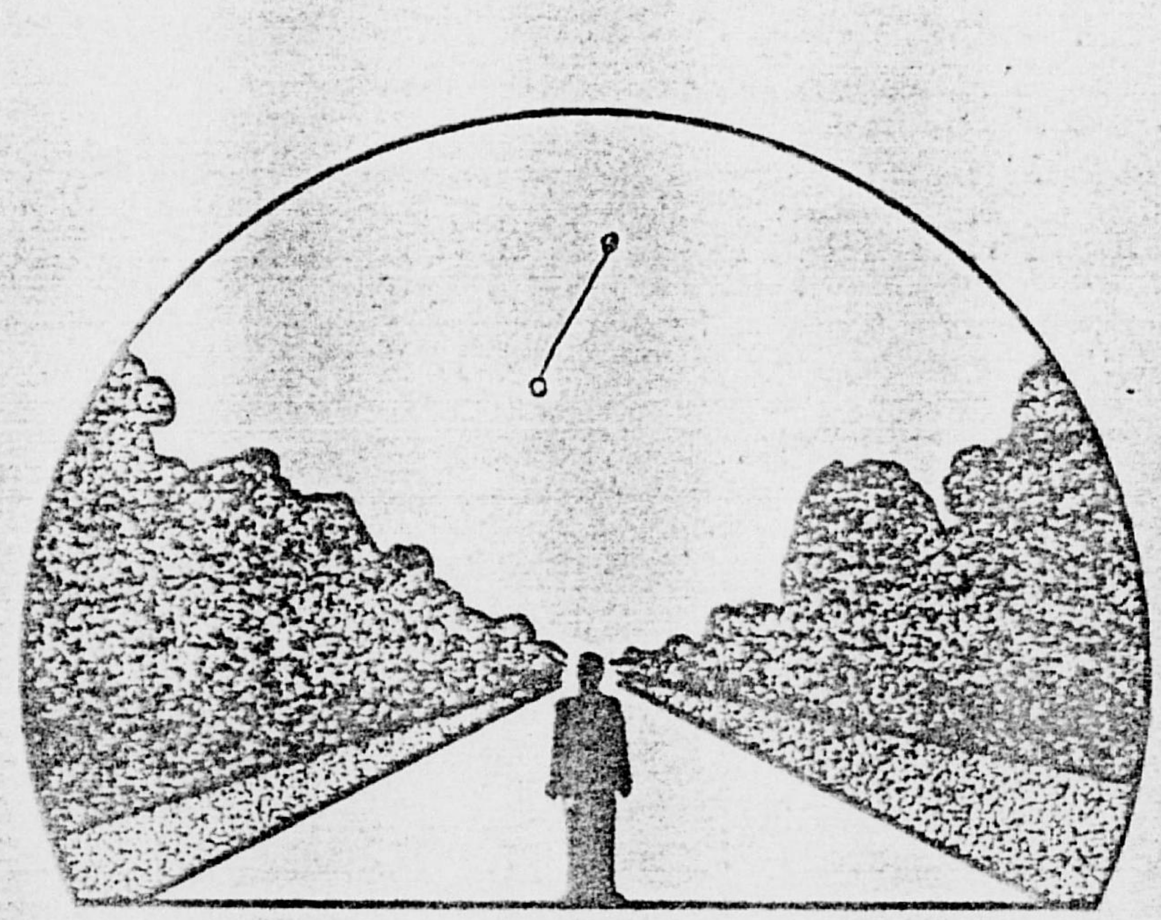
ATCH 1

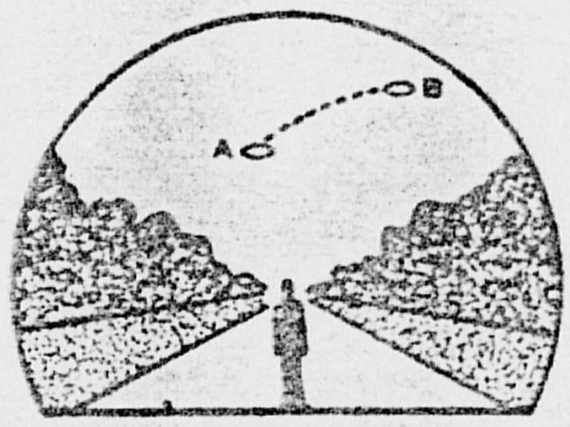
6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



MAG Heading

7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.





3.	WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)		
	OUTDOORS		IN BUSINESS SECTION OF CITY
X	IN BUILDING		IN RESIDENTIAL SECTION OF CITY
	IN CAR ☐ AS DRIVER ☐ AS PASSENGER		IN OPEN COUNTRYSIDE
	IN BOAT		NEAR AIRFIELD
	IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER		FLYING OVER CITY
	OTHER		FLYING OVER OPEN COUNTRY
		X	OTHER On the airfield

A.	IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:			
	WHAT DIRECTION WERE YOU MOVING?			HOW FAST WERE YOU MOVING?
	NORTH		EAST	
	SOUTH		WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
	NORTHEAST		SOUTHEAST	
	NORTHWEST		SOUTHWEST	☐ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 3 AND 8.

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? ☐ YES ☐ NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

9.	HOW LONG WAS THE PHENOMENON IN SIGHT?					
LENGTH OF TIME				CERTAIN OF TIME		NOT VERY SURE
Approx 30 minutes			X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?
Estimated

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? ☒ YES ☐ NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
X	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT		CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
	NIGHT				LIGHT RAIN OR DRIZZLE
	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
X	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST				UNKNOWN
		X	HAZE OR SMOG		NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON		
	NONE		BRIGHT MOONLIGHT	NO MOONLIGHT
	A FEW		MOON WITH HALO	UNKNOWN
	MANY		MOON HIDDEN BY CLOUDS	
	UNKNOWN		PARTIAL *(New or quarter)*	

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? [X] YES [ ] NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

Directly behind us.

	IN FRONT OF YOU		TO YOUR RIGHT		OVERHEAD *(Near noon)*
X	IN BACK OF YOU		TO YOUR LEFT		UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

SUN - On contact the area was clear however, it disappeared about ½ hour later into a fog.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

On initial contact the object appeared very bright-appearing self luminous - appeared to be solid, edges being highly sharp, being round in form. No other comparable object.

13. DID THE PHENOMENON	YES	NO	UNKNOWN
MOVE IN A STRAIGHT LINE?			X
STAND STILL AT ANY TIME?			X
SUDDENLY SPEED UP AND RUN AWAY?		X	
BREAK UP IN PARTS AND EXPLODE?		X	
CHANGE COLOR?	X		
GIVE OFF SMOKE?		X	
CHANGE BRIGHTNESS?	X		
CHANGE SHAPE?		X	
FLASH OR FLICKER?		X	
DISAPPEAR AND REAPPEAR?	X		
SPIN LIKE A TOP?			X
MAKE A NOISE?			X
FLUTTER OR WOBBLE?			X

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

The brightness of the object.

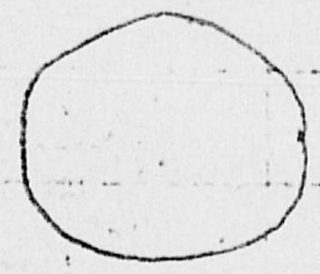
A. HOW DID IT FINALLY DISAPPEAR?

Into a fog or haze layer to the SW.

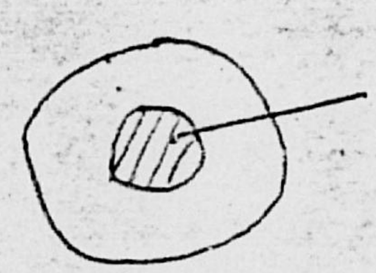
B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
[X] YES [ ] NO. IF "YES," DESCRIBE.

Into a haze.

13. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



15. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.



Area covered by the match head approx.

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

	EYEGLASSES		CAMERA VIEWER
	SUNGLASSES	X	BINOCULARS
	WINDSHIELD		TELESCOPE
	SIDE WINDOW OF VEHICLE		THEODOLITE
X	WINDOWPANE		OTHER

A. DO YOU ORDINARILY WEAR GLASSES? ☐ YES ☒ NO

B. DO YOU USE READING GLASSES? ☐ YES ☒ NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED Unk

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 8-10 ft.

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

No comparable objects.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? ☐ YES ☒ NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. ☐ YES ☒ NO. IF "YES," DESCRIBE:

Unknown

[redacted]

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? ☐ YES ☐ NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? ☒ YES ☐ NO. IF "YES," DID THEY SEE IT TOO? ☐ YES ☐ NO.

A. LIST THEIR NAMES AND ADDRESSES

[redacted]

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

[redacted]

ADDRESS (Street, City, State and Zip Code)

801 [redacted]

TELEPHONE (Area code and number)	AGE				
No phone	20	X	MALE		FEMALE

INDICATE ADDITIONAL INFORMATION INCLUDING OCCUPATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

Tower Operator

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?

NAME _____ DAY _____ MONTH _____ YEAR _____

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 13 MONTH 7 YEAR 1968

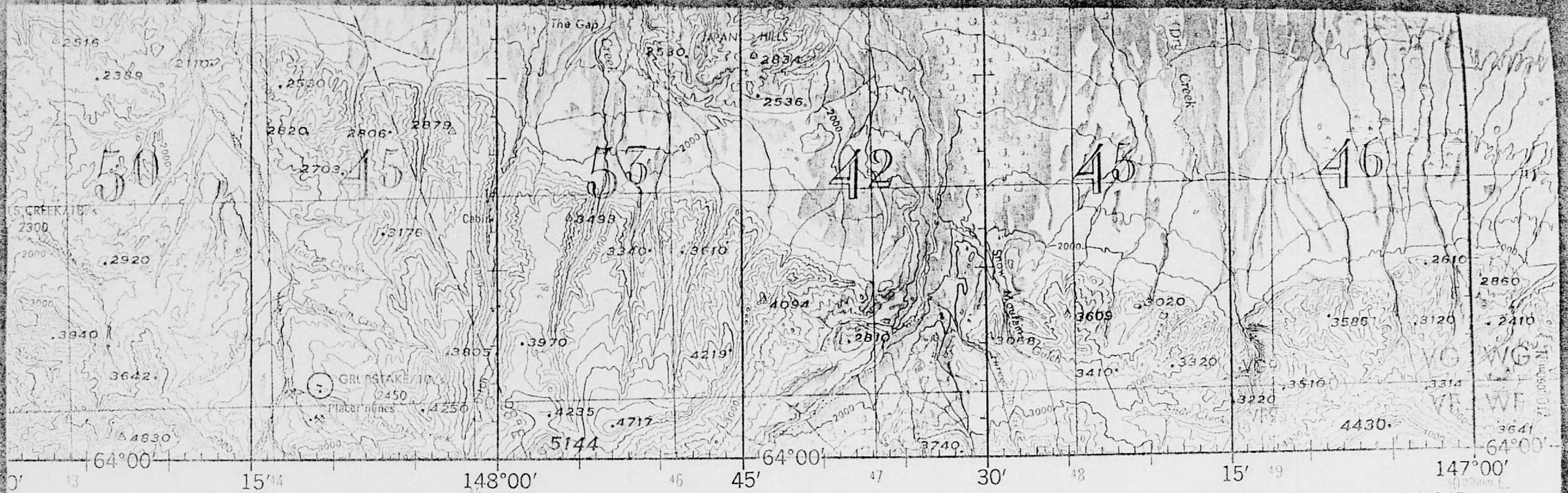
[redacted]

Attachment 1

(Becomes Attachment 1 to AFR 80-17)

17. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE. ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

The object appeared to be bright, approximately 8-10 miles S/W the station, and the object was in sight approximately 25 min, then disappeared into a fog layer to the Southwest.



ELEVATIONS IN FEET

(AIR)

20 Statute Miles

30 Kilometers

GEOREF
BASIC 15° QUADRANGLE
CL

65°
64°
150°
147°
AE
BE
CE

ELEVATION TINTS

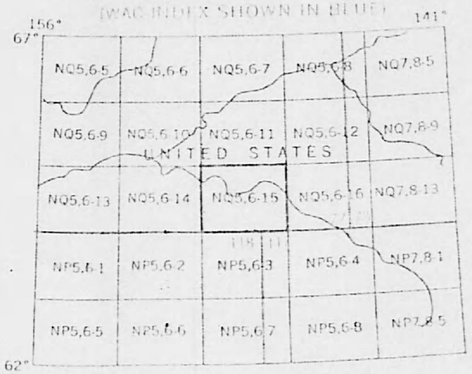
FEET
4400
2400
1000
600

Lithographed by ACIC 11-67

RELIABILITY OF THIS SHEET
(as determined by standard practices)

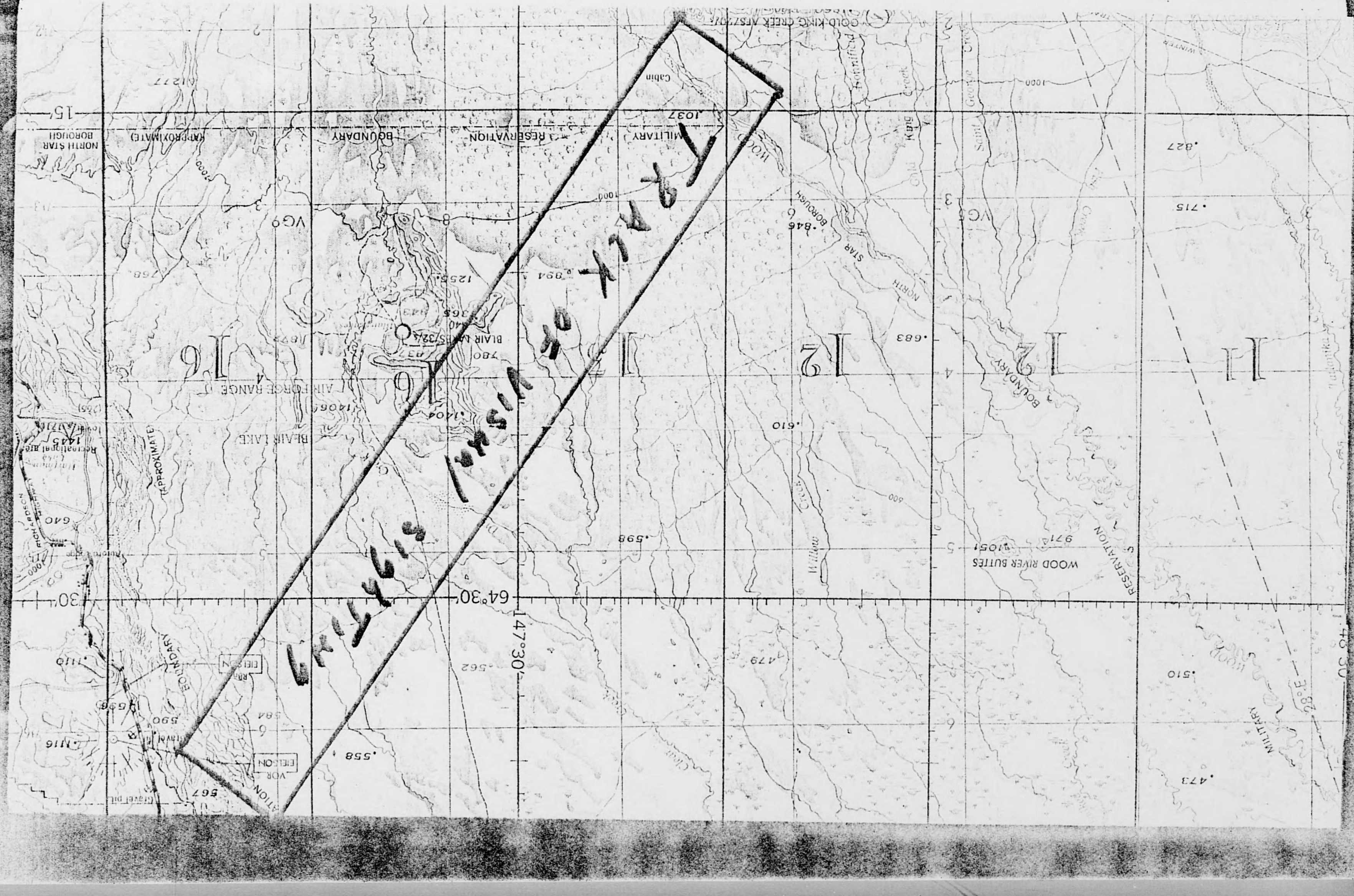
MAP FEATURE	DATE OF INFORMATION
ALL FEATURES	1967
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS	

LOCATION DIAGRAM FOR NQ 5, 6-15
(WAC INDEX SHOWN IN BLUE)



SERIES 1501 AIR
SHEET NQ 5, 6-15

148°00'
15'
45'
65°00'
147°00'
15'
30'
65°00'
MURPHY DOME 2030
MURPHY DOME
DOME SPUR
FOX
PEDRO DOME
GILMORE DOME 2160
Gilmore Dome Unnamed
Tungsten Hill
Cabins
Country Club
University of Alaska
Tower
FAIRBANKS
CHENA
Little Chena Prong
SPRINGS
RNG FAIRBANKS
VORTAC FAIRBANKS
FAIRBANKS INTL
WRIGHT
Broadmoor
Wainwright
Gaffney Hill
Goose Island
Meridian Island
Harbor Island
Sam Charley Island
Hadley Island
Whitaker Island
BONANZA CREEK EXPERIMENTAL FOREST
THE ALASKA RAILROAD
RICHARDSON HIGHWAY
ELLIOTT HIGHWAY
STEESE HIGHWAY
BARGE ROAD
WINTER TRAIL
North Pole
FINELL
Gravel pit
TAGAN
PIELSON
MOOSE CREEK BLUFF
MILITARY RESERVATION
CLEAR CREEK BUTTE
BONNIFIELD TRAIL
Old Steese Highway
Underground Pipeline
Cabin
Cabins
Ferry
Tower
Bluff
Ridge
Hill
Creek
Slough
Trail
Road
Airport
Abandoned
Unnamed


T6
T5
T4
T3
T2
T1
R16
R15
R14
R13
R12
R11
147°30'
64°30'
15'
30'
AIR FORCE RANGE
BLAIR LAKE
BLAIR LAKES
MILITARY
RESERVATION
BOUNDARY
APPROXIMATE
NORTH STAR BOROUGH
WOOD RIVER BUTTES
COLD KING CREEK AFS
Cabin
Creek
Willow
Slough
Trail
Road
Pipeline
Winter
Summer
1037
1253
1435
1404
1000
500
VG9
VG3
.827
.715
.683
.610
.598
.562
.558
.510
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.846
.894
.768
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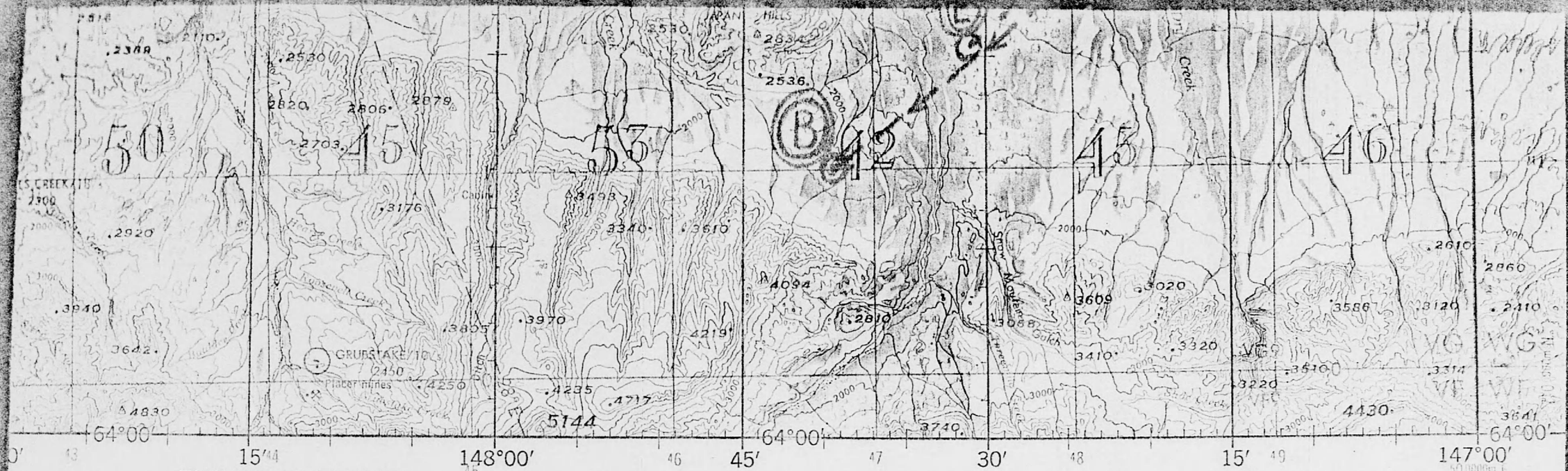
.584
.567
.538
.516
.110



ELEVATIONS IN FEET

(AIR)

20 Statute Miles
30 Kilometers

A. POINT OF ORIGIN, BOTH TRACKS.
B. FADE-OUT OF FIRST TARGETS.
C. SPLIT POINT - 2ND TRACK.
D. FADE-OUT OF 2ND TRACK
E " " " " " (LAST "PAINT")

→ — → — : FIRST OBSERVED TRACK.
→ - - - → - < : SECOND " " .

GEOREF
BASIC 15° QUADRANGLE
CL

65° 64° 150° 147°
AE BE CE

ELEVATION TINTS

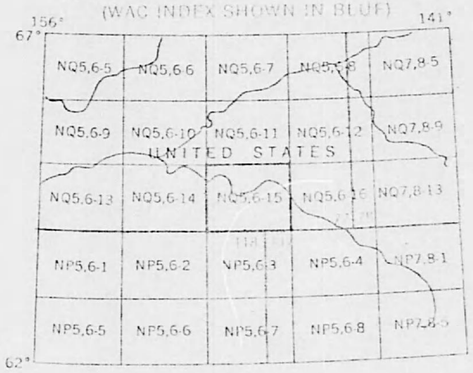
FEET
4400
2400
1000
600
200

Lithographed by ACIC 11-67

RELIABILITY OF THIS SHEET
(as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
ALL FEATURES	1967
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS	

LOCATION DIAGRAM FOR NQ 5, 6-15
(WAC INDEX SHOWN IN BLUE)



SERIES 1501 AIR
SHEET NQ 5, 6-15

POINT OF ORIGIN OF TARGETS

147°30'

64°30'

MILITARY RESERVATION BOUNDARY (APPROXIMATE)

WOOD RIVER BUTTES

BLAIR LAKE

BLAIR LAKES

FORT WAINWRIGHT

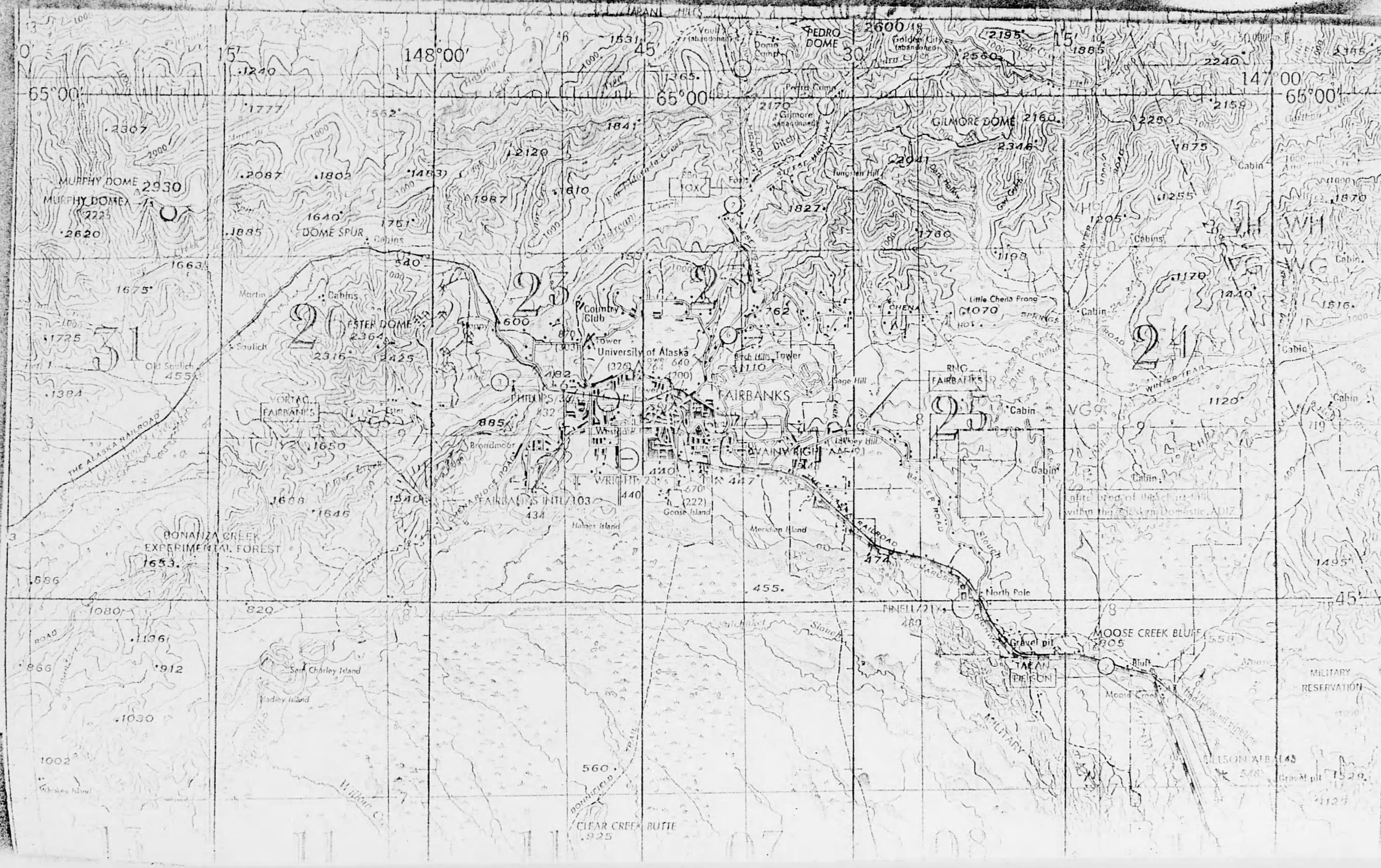
FORT RICHARDSON

NORTH STAR BOROUGH

Cabin

GOLD KING CREEK ATS/40/7

11 12 12 13 16 15


148°00'
65°00'
147°00'
45'
30'
15'
PEDRO DOME
2600
Golden City (abandoned)
2195
2560
1885
2240
2165
MURPHY DOME 2930
MURPHY DOME
2225
2620
2307
1240
1777
1562
2087
1802
1483
1640
DOME SPUR
1751
1885
Cabins
1663
1675
1725
1384
Martin
Saulich
Old Saulich
455
ESTER DOME
2364
2316
2425
VORTAC FAIRBANKS
Ester
1650
1608
1646
1540
THE ALASKA RAILROAD
BONANZA CREEK EXPERIMENTAL FOREST
1653
886
1080
ROAD
1136
866
912
1030
1002
Whiskey Island
820
Sam Charley Island
Hadley Island
1365
1531
1841
2120
1987
1610
Eldorado Creek
Goldstream Creek
FOX
Fox
2170
Gilmore (abandoned)
Ditch
STEESE HIGHWAY
ELLIOTT HIGHWAY
1827
Tungsten Hill
2041
GILMORE DOME 2160
2346
1760
1108
2159
2250
1875
1255
1205
1870
Cabin
Cabins
VH
WH
VG
WG
Little Chena Prong
1070
HOT SPRINGS ROAD
CHENA
1170
1440
1516
Cabin
Country Club
600
870
Tower
(303)
University of Alaska
(326)
Tower 764
640
(200)
762
Birch Hills Tower
1110
Sage Hill
RNG FAIRBANKS
FAIRBANKS
482
PHILLIPS/30
432
885
Broadmoor
Westside
CHENA RIDGE ROAD
WAINWRIGHT AAF/91
Lakloey Hill
440
447
WRIGHT/23
440
670
(222)
FAIRBANKS INTL/103
434
Haines Island
Goose Island
Meridian Island
BADGER ROAD
Slough
RAILROAD
474
RICHARDSON HIGHWAY
455
North Pole
PINELL/21
480
Salchaket Slough
1120
WINTER TRAIL
Cabin
719
Entire area of this chart falls within the Alaskan Domestic ADIZ
1495
718
45'
MOOSE CREEK BLUFF
805
558
Gravel pit
TACAN EIELSON
Bluff
Moose Creek
Underground pipeline
MILITARY RESERVATION
MILITARY
EIELSON AFB 145
548
Gravel pit
1529
1125
560
BONNIFIELD TRAIL
CLEAR CREEK BUTTE
925

ELEVATIONS IN FEET

(AIR)

RADAR TRACK

FIRST OBSERVED

SECOND OBSERVED

VISUAL TRACK

GEOREF
BASIC 15° QUADRANGLE
CL

AE BE CE

ELEVATION TINTS

FEET
4400
2400
1000
600

Lithographed by ACIC 11-67

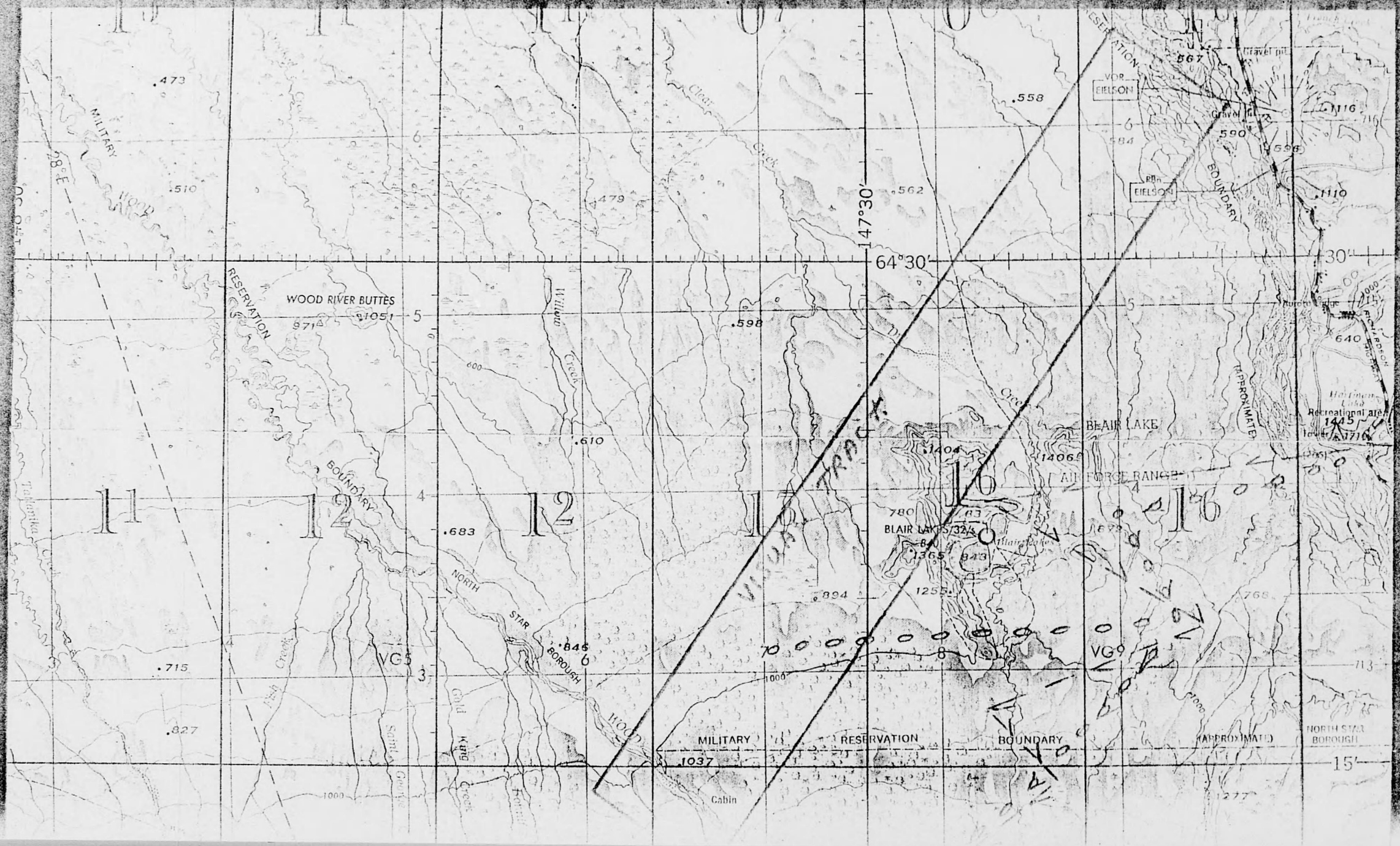
RELIABILITY OF THIS SHEET
(as determined by standard practices)

MAP FEATURE	DATE OF INFORMATION
ALL FEATURES	1967
COMPILED FROM BEST AVAILABLE SOURCE MATERIALS	

LOCATION DIAGRAM FOR NQ 5, 6-15
(WAC INDEX SHOWN IN BLUE)

NQ5,6-5 NQ5,6-6 NQ5,6-7 NQ5,6-8 NQ7,8-5
NQ5,6-9 NQ5,6-10 NQ5,6-11 NQ5,6-12 NQ7,8-9
NQ5,6-13 NQ5,6-14 NQ5,6-15 NQ5,6-16 NQ7,8-13
NP5,6-1 NP5,6-2 NP5,6-3 NP5,6-4 NP7,8-1
NP5,6-5 NP5,6-6 NP5,6-7 NP5,6-8 NP7,8-5
UNITED STATES

SERIES 1501 AIR


WOOD RIVER BUTTES
1051
BLAIR LAKE
BLAIR LAKES
MILITARY RESERVATION BOUNDARY (APPROXIMATE)
NORTH STAR BOROUGH
RESERVATION
BOUNDARY
Cabin
Recreational area
Gravel pit
VOR EIELSON
147°30'
64°30'
15'
30'

11 12 07 08 16

147°30'

64°30'

30'

15'

.473 .510 .479 .562 .558 .598 .610 .683 .715 .827

MILITARY RESERVATION BOUNDARY

WOOD RIVER BUTTES 3105 871

Clear Creek

Willow Creek

Gravel pit 867 590 584 1116 1110 1556

VOR EIELSON

RBn EIELSON

APPROXIMATE BOUNDARY

Recreational area 1445

640

BLAIR LAKE 1404 1406 1365 1255 894 780 768 713 277

AIR FORCE RANGE

VG5

VG9

Tatalanika River

Jack Creek

NORTH STAR BOROUGH

Gold King Creek

Cabin 1037

148°00'
147°00'
65°00'
45'
15'
30'
MURPHY DOME 2930
PEDRO DOME
GILMORE DOME
FESTER DOME 2364
DOME SPUR
FAIRBANKS
University of Alaska
Country Club
Birch Hills Tower
Westside
Broadmoor
WRIGHT
LADD AAF
FAIRBANKS INTL
PHILLIPS
VORTAC FAIRBANKS
RBn FOX
RNG FAIRBANKS
STEESE HIGHWAY
ELLIOTT HIGHWAY
THE ALASKA RAILROAD
CHENA RIDGE ROAD
RICHARDSON
BADGER ROAD
BONANZA CREEK EXPERIMENTAL FOREST
Goose Island
Haines Island
Meridian Island
Sam Charley Island
Hadley Island
Tungsten Hill
Little Chena Frong
North Pole
MOOSE CREEK BLUFF
TACAN EIELSON
EIELSON AFB
Gravel pit
MILITARY RESERVATION
BONNIFIELD TRAIL
CLEAR CREEK BUTTE
Saulich
Old Saulich
Cabins
Cabin
Ester
Fox
Pedro Camp
Chena
Goldstream Creek
Alder Creek
Ohio Creek