PROJECT 10073 RECORD

1. DATE - TIME GROUP 24 Oct 68 24/0030 24/0530Z	2. LOCATION Minot AFB, North Dakota
3. SOURCE Military	10. CONCLUSION Ground-Visual: 1. Probable (AIRCRAFT)(B-52) 2. Probable Astro (SIRIUS) Radar: Possible (PLASMA) Air-Visual: Possible (PLASMA)
4. NUMBER OF OBJECTS See Case	
5. LENGTH OF OBSERVATION 4 Hours, 48 Minutes	11. BRIEF SUMMARY AND ANALYSIS SEE CASE FILE
6. TYPE OF OBSERVATION Air-Radar, Air-Visual Ground-Visual	COMMENTS: The ground visual sightings appear to be of the star Sirius and the B-52 which was flying the area. The B-52 radar contact and the temporary loss of UHF transmission could be attributed to plasma, similar to ball lighting. The air-visual from the B-52 could be the star Vega which was on the horizon at the time, or it could be a light on the ground, or possibly a plasma.
7. COURSE See Case	
8. PHOTOS ☐ Yes XXNo	
9. PHYSICAL EVIDENCE ☐ Yes XXNo	

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

THIS CASE INCLUDES

13 PHOTOS 8X10

MEMO FOR THE RECORD 24 October 1968

Subject: UFO Observation, Minot AFB, North Dakota, 24 October 1968

At about 1730 hours the FTD Duty Officer called Lt Marano and said that they had a pretty important UFO sighting from Minot AFB. I (Lt Marano) asked him what it was about and he said the only information he had was that the crew of a B-52 had sighted and photographed an UFO and that the Base Commander and Major General Nichols of the 15th Air Force were both interested. I got back to the office at about 1745 hours, called Col Quintanilla and told him of the sighting, then called Minot and talked to Lt Col Werlich, the UFO investigator, 897-1850 ext 3020 or 2231.

I asked him if he wanted immediate reaction from our office and he said no, that he hadn't necessarily wanted us to call him back that night and that our Duty Officer was really more excited than he was. However, since it was such an unusual sighting he wanted to know if we could help him in any way.

I asked him the details of the sighting and he gave them.

At about 0300 hours local, a B-52 that was about 39 miles northwest of Minot AFB and was making practice penetrations sighted an unidentified blip on their radar. Initially the target traveled approximately $2\frac{1}{2}$ mile in 3 sec or at about 3,000 mi/hr. After passing from the right to the left of the plane it assumed a position off the left wing of the 52. The blip stayed off the left wing for approximately 20 miles at which point it broke off. Scope photographs were taken. When the target was close to the B-52 neither of the two transmitters in the B-52 would operate properly but when it broke off both returned to normal function.

At about this time a missile maintenance man called in and reported sighting a bright orangish-red object. The object was hovering at about 1000 ft or so, and had a sound similar to a jet engine. The observer had stopped his car, but he then started it up again. As he started to move the object followed him then accelerated and appeared to stop at about 6 - 8 miles away. The observer shortly afterward lost sight of it.

In respnse to the maintenance man's call the B-52, which had continued its penetration run, was vectored toward the visual whichwas about 10 mile northwest of the base. The B-52 confirmed having sighted a bright light of some type that appeared to be hovering just over or on the ground.

Fourteen other people in separate locations also reported sighting a similar object. Also, at this approximate time, security alarm for one of the sites was activated. This was an alarm for both the outer and inner ring. When guards arrived at the scene they found that the outer door was open and the combination lock on the inner door had been moved. The weather was generally misty, the temperature was 28 - 29 deg F and the wind 5 - 10 knots.

He did not have all the information such as: Whether it had been painted by the radars at the control tower? If control tower personnel had sighted anything unusual? If he had computed the azimuth and elevation from the fourteen witnesses to determine if they were looking at the same object or if they could have been possibly looking at stellar bodies? He didn't know whether anyone had seen a physical object or if they had just seen lights. Also, Col Werlich did not have an exact time sequence for the events. Col Quintanilla told Col Werlich that without this information there wasn't too much we could do. Col Werlich agreed and said that he would gather the information.

MEMO FOR THE RECORD

SUBJECT: 24 Oct 68 UFO Sighting from Minot AFB, N. D.

At 11:15, 28 Oct 68, Sgt Jones received a call from Col Weyant, HQ SAC, Offutt AFB, Nebr.

He wanted to know how we received the UFO report from Minot AFB. Sgt Jones informed by him it was received by phone.

Wanted to know what interest we take in a report like this and what we do when we receive the report. Sgt Jones told him it should have been given to the UFO Investigator at Minot, but since it was phoned into Wright-Patterson, Lt Marano would get in-touch with the UFO Investigator at Minot. Col Weyant then said,"the investigator would handle it in accordance with AFR 80-17", Sgt Jones told him that was right.

Col Weyant then said, "then you can't do anything until you receive their report", Sgt Jones said, thats right.

Col Weyant also wanted to know if there was any other reports for that period of time from that area, Sgt Jones told him to the best of his knowledge, he didn't think there was. Col Weyant said, who ever is handling the report to give him a call at 5556/4236, Sgt Jones informed that would be Lt Marano.

MEMO FOR THE RECORD 28 Oct 68

Subj: Call fm Col Wyatt, SAC Hqs

At 1250 hours, 28 Oct 68, Col Wyatt, called Lt Marano and wanted to know if we (Lt Marano) had received any indication of any other reports from Minot. Lt Marano informed him that we haven't received any other reports from that area. We do get a copy of reports in accordance with AFR 80-17. Lt Marano told Col Wyatt that Col Werlich at Minot was doing the investigation. Col Werlich had called the Duty Officer at Wright-Patterson who in turned called Lt Marano and he (Lt M) called Col Quintanilla and they both called Col Werlich back and Col Werlich said he would do the investigation. Col Wyatt said he was trying to determine whether ADC had any known phenomena on radar. Col Wyatt asked Lt Marano if we ever participated in any investigations. Very seldom do we ever go out in the field. As far as Lt Marano was concerned Col Werlich was quite competent and he didn't feel that Col Werlich needed any additional help at this time. Col Wyatt said he gave Col Werlich the guidance and he guessed that Col Werlich got our telephone number out of the regulation. Col Wyatt said he felt that we couldn't give him any more information so he ended the conversation .

MEMO FOR THE RECORD 29 October 1968

Subject: UFO Sighting, 24 Oct 68, Minot AFB

On 29 October 1968, at 0945, Lt Marano called Minot AFB and asked for Col Werlich. It seems that Col Werlich is flying this morning so I talked to Mr [redacted]. Mr [redacted] said that he thought that Col Werlich had prepared the UFO report and it was either sent out this morning of would be sent out today.

1187A

PRIORITY

WP545

PII RUWMAD AS07S 5050429-UUUU--RUEDFIF.

ZNY UUUUU

P 2[illegible]Z OCT 63

FM [illegible] CMSI SPT GP MINOI AFB NDAK

TO RUGWFVA/ADC ENT AFB COLO

RUWTLNG/MIADIV MALSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEPNJA/CSAF

BT

UNCLAS E F T O 50.SUBJ I OF II.

FOR TDPT (UFO). FOR AFRDC. FOR SAF-OI. SUBJ: UFO REPORT.

A. DESCRIPTION OF THE OBJECTS: (1) SHAPE WAS DESCRIBED BY VISUAL SIGHTING AS "JUST ABOUT ROUND, A LITTLE OBLONG IF ANYTHING". THE [illegible] AND AIRBORNE B-52 RADAR SCOPE WAS VERY SHARP AND IRREGULAR AND AT TIMES RECTANGULAR. (2) VISUAL SIGHTING COMPARED OBJECT SIZE TO BE EQUAL TO THE SUN, VERY LARGE, TOO BIG FOR AN AIRCRAFT. RADAR SIGHTING DESCRIBES THE SIZE ON THE SCOPE TO BE LARGER THAN THAT OF A KC-135 DURING AERIAL REFUELING. (3) COLOR WAS A VERY BRIGHT RED ORANGE MOST OF THE TIME. (4) THE INITIAL SIGHTING WAS ONE OBJECT. THE ONE OBJECT WAS JOINED BY ONE OTHER LIKE OBJECT FOR A SHORT TIME. THE AIRBORNE RADAR

PAGE 2 RUWMAD AS07S UNCLAS E F T O

[illegible] WAS A SINGLE RETURN ON THE SCOPE. (5) THE TWO OBJECTS,

([illegible] FORMATION AS SEEN. (5) [illegible]

((4) [illegible] ALONG BY A B-52 CREW. THE OBJECT HAD AN A FAIRLY WHITE

(BODY WITH ONE SIDE WITH AN ORANGE COLORED SPOT ON THE OTHER

(SIDE AND THE BODY APPEARED TO BE A BRIGHT WHITE LIGHT. ONE

(SOURCE DESCRIBED THE OBJECT, AS SEEN FROM THE GROUND ALMOST

(OVERHEAD, TO BE SIMILAR IN GENERAL OUTLINE TO A STING RAY FISH.

((7) NOT OBSERVED. (8) WHEN ALMOST OVERHEAD, A LOW, MUFFLED JET

(ENGINE SOUND WAS HEARD. THIS OCCURRED TWICE DURING THE SIGHTINGS.

((9) THE ABILITY TO HOVER AND TO CHANGE DIRECTION AND SPEED

(ABRUPTLY. B. DESCRIPTION OF COURSE OF OBJECTS. (1) THE

(APPEARANCE OF A COMPARATIVELY BRIGHT LIGHT TO TWO ELECTRONIC

(SURVEILLANCE MEN ENROUTE TO N-7 MISSILE SITE VIA GOVERNMENT

(VEHICLE. (2) 50 DEGREES ELEVATION (ESTIMATED) AND 90 DEGREES

(AZIMUTH (ESTIMATED). (3) 15 DEGREES ELEVATION, 150 DEGREES

(AZIMUTH (BOTH ESTIMATES). (4) THE MAJORITY OF REPORTS PLACE

(THE OBJECT INITIALLY HIGH IN ELEVATION AND LOW IN AZIMUTH.

(THE FLIGHT PATH WAS A MEANDERING MANEUVER IN BOTH AZIMUTH AND

(ELEVATION. THE GENERAL AREA WAS EAST TO SOUTH WITH AN

(OCCASSIONAL DIVERSION TO THE WEST. (5) FADED OUT TO THE

PAGE 3 RUWMADA6076 UNCLAS E F T O

SOUTHEAST BY SOME ACCOUNTS AND TO THE WEST BY OTHERS. (6) visible

2 HOURS, 15 MINUTES. C. MANNER OF OBSERVATION: (1) GROUND-

VISUAL, AND AIR ELECTRONICS (ASQ-81 IN STATION KEEPING MODE). (2) NO

OPTICAL AIDS USED. (3) B-52H, JA651. ELECTRONIC SIGHTING DATA: FL250

TO APPROXIMATELY 9,000 FEET, 115 DEGREES NM, 200-250 IAS, MIDDLE AFT;

VISUAL SIGHTING DATA: 5250 FEET MSL, 335 DEGREES NM, APPROXIMATELY

1.5 IAS. D. TIME AND DATE OF SIGHTINGS: (1) 24 OCT 00 (CDT 23 OCT)

UNTIL APPROXIMATELY 1015Z (CDT 0515). (2) NIGHT. E. LOCATION OF OB-

SERVERS. (1) INITIAL GROUND OBSERVERS: 5 MILES NORTH OF GRAND.

(2) [illegible] OBSERVERS: 4 MILES WEST OF MOXALL; 4 MILES NORTH

APX 1 MILE EAST OF KELVILLE; 7 MILES SOUTH OF KELVILLE; 5 MILES EAST O

2 MILES NORTH OF MARTLAND; 4 MILES SOUTH AND ONE AND ONE HALF MILES

WEST OF ISLEY. (6) POSITION OF AIRCRAFT DURING AIR-ELECTRONIC OBSER-

VATION: INITIAL SIGHTING POSITION WAS 55 NAUTICAL MILES NW OF THE DEER-

G

ING TACAN, 300 DEGREES RADIAL, FL200. RADAR ECHO ACCOMPANIED AIRCRAFT TO

APPROXIMATELY 14 NAUTICAL MILES, 295 RADIAL, APPROXIMATELY 9,000 FEET

MSL. (4) POSITION OF AIRCRAFT DURING VISUAL SIGHTING: 14 NAUTICAL MILES

P

320 RADIAL OF THE DEERING TACAN AT 3200 FEET MSL. F. IDENTIFYING

INFORMATION ON OBSERVERS: (1) NO KNOWN CIVILIAN OBSERVERS.

PAGE 4 RUWMACAS576 UNCLAS - F I O

(2) MILITARY OBSERVERS. (A) ROBERT M. O'CONNOR, A1C, 91ST MIMS SQ,

ELECTRONIC MAINTENANCE, RELIABLE. (B) LLOYD M. ISLEY, A1C, 91ST MIMS,

ELECTRONIC MAINTENANCE, RELIABLE. (C) JAMES F. BOND, SSGT, 352ND

SECURITY POLICE SQ, FLIGHT SECURITY CONTROLLER, RELIABLE. (D) GREGORY

ALANS, A1C, 352ND SECURITY POLICE SQ, SECURITY POLICEMAN, RELIABLE. (E

)

JOSEPH P. JABLONSKI, A1C, 352ND SECURITY POLICE SQ, SECURITY POLICEMAN,

RELIABLE. (F) WILLIAM E. SMITH JR, SSGT, 352ND SECURITY

POLICE SQ, FLIGHT SECURITY CONTROLLER, RELIABLE. (G) JAMES A.

PARTIN, MAJOR, 23 BOMB SQ, B-52 H INSTRUCTOR PILOT, RELIABLE.

(H) PATRICK D. MCCASLIN, CAPTAIN, 23 BOMB SQ, B-52H NAVIGATOR,

RELIABLE. (I) NINE OTHER MILITARY MEMBERS STATED THAT THEY

VISUALLY OBSERVED AN OBJECT, HOWEVER, ONLY ONE IS IN A POSITION

IN POSITION TO CONTRIBUTE ANY PERTINENT INFORMATION. 3. WEATHER

AT TIME AND PLACE OF SIGHTING: (1) THREE TIME PERIODS ARE

GIVEN TO COVER THE ENTIRE SIGHTING PERIOD: (A) 0230Z- 0430Z

11, [illegible] FEET BROKEN, 2100 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 21, WIND 180 DEGREES. 3 KNOTS, ALTIMETER SETTING 30.14 INCHES, RADAR CLOUD TOPS, BROKEN 19,200 FEET AND OVERCAST 27,700 FEET. (3) 0555CDT- RADAR 5,000 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 29, WIND 180 DEGREES 4 KNOTS ALTIMETER SETTING 29.12 INCHES, RADAR

CLOUD TOPS, OVERCAST 24,700 FEET. (C) 0455CDT-RADAR 10,000 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 34, DEW POINT 31, WIND 200 DEGREES 5 KNOTS, ALTIMETER SETTING 30.11 INCHES, RADAR CLOUD TOPS, OVERCAST 25,200 FEET.

(2)

24 OCT 60	5,000	10,000	15,000	20,000	30,000	50,000	80,000
0600Z	3420	3320	3330	3340	3475	3545	N/A
0900Z	3315	3250	3240	3250	3370	3350	N/A
1200Z	3310	3250	3145	3250	3270	3350	N/A

(3) SEE SUB PARA 3 (1). (4) SEE SUB PARA 3 (1). (5) SEE STD PARA 3(1).

(6) NO THUNDERSTORMS IN AREA. (7) A MODERATE TEMPERATURE INVERSION FROM APPROXIMATELY 2,000 FEET ABOVE THE SURFACE TO APPROXIMATELY 5,000 FEET, THEN A FAIRLY STANDARD ADIABATIC LAPSE RATE THROUGH THE UPPER LEVELS. A. THE B-52 AIRCRAFT, OPERATING IN THE IN THE LOCAL AREA, REPORTED A HEAVY HAZE CONDITION AT FL200 DOWN TO 10,000 FEET. THE MOON WAS

NOT VISIBLE. I. NO INTERCEPTION ACTION WAS TAKEN. IDENTIFICATION NOTIFICATION CONSISTED OF DISPATCHING A TWO MEMBER SECURITY ALERT TEAM TO JOIN A MISSILE MAINTENANCE TEAM AT NOVEMBER 7 MISSILE SITE LOCATED ONE HALF MILE NORTH OF GRAND, AND A( )ESTING A LOCAL B-52 TO B( )N THE ALERT

FAC [illegible] UUWAD AS 07 [illegible] UNCLAS - F T O

AMN. . . 352 CSG OPERATIONS DIVISION CHIEF, MAJOR J. [illegible],

LT COL, 352 CSG (DO), AREA CODE 701, EXTENSION 2931, HOME PHONE

727-5273. COMMENTS ARE AS FOLLOWS: (1) THE FIRST SIGHTING OF THE

OBJECT (A BRIGHT LIGHT) WAS MADE BY AIRMAN O CONNOR AND ISLEY WHILE

DRIVING TO NOVEMBER 7 MISSILE SITE. THEY REPORTED THIS SIGHTING TO

THE WING SECURITY CONTROLLER OVER THE VEHICLE RADIO. WING

SECURITY CONTROLLER THEN ALERTED ADJACENT FLIGHT SECURITY CONTROLLERS

TO THE SIGHTING. WSO ALSO NOTIFIED THE 91 ST MISSILE WING COMMAND

POST AND THE BASE OPERATIONS DISPATCHER. THE BASE OPERATIONS DISPATCHER

did not paint any thing

NOTIFIED THE TOWER OPERATOR AND RAPCON AND ARRANGED A PHONE PATCH TO

THE VEHICLE. WE INSTRUCTED AIRMAN OCONNOR TO DESCRIBE WHAT WAS

HAPPENING AND THEN PROCEEDED TO MAKE A LOG OF EVENTS CONTAINING TIME

AND CIRCUMSTANCES. SSGT BOND SENT A SECURITY ALERT TEAM, AIRMAN ADAMS

AND JASLOWSKI, FROM NOVEMBER 1 SITE TO ASSIST AT NOVEMBER 7. (2) AT

THE TIME OF THESE EVENTS, A B-52 WAS IN THE LOCAL AREA. THE AIRCRAFT

INITIALLY ARRIVED IN THE AREA ON A 50 NAUTICAL MILE RADIUS CLEARANCE

WITH A BLOCK ALTITUDE OF FL210 TO FL250 AND BEGAN VARIOUS INSTRUMENT

PRACTICE MANEUVERS INCLUDING A VERTICAL "S" PATTERN. THIS TOOK PLACE

AT ALMOST THE SAME TIME AS THE FIRST GROUND SIGHTING. AFTER A VOR

RE AIRATION, LOW APPROACH AND MISSED APPROACH TO RUNWAY 29 AT MINOT AFB

1322/10

PRIORITY

3PT/0F0

WPA071

PTTEZYUW RUWMADA6077 3250429-EEEE--RUEDFIF.

ZNY EEEEE

P 250422Z OCT 55

FM 3RD CIST SPT GP MINOT AFB NDAK

TO RUWMFVA/ADC ENT AFB COLO

RUWTEN/2ADIV MALSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEFHQA/USAF

ST

UNCLAS E F T O SO. FINAL SECTION OF II.

FOR TDFT(JFO). FOR AFRDC. FOR SAF-OI. SUBJ UFO REPORT.

THE AIRCRAFT CLIMBED TO FL200 ON A HEADING OF 292 DEGREES. AFTER ROLLING OUT OF A RIGHT TURNAROUND TO THE TACAN INITIAL APPROACH FIX, A RADAR ECHO SUDDENLY APPEARED 3 MILES ABEAM AND TO THE LEFT OF THE AIRCRAFT. THE ECHO RAPIDLY CLOSED ON THE AIRCRAFT AND REMAINED AT ABOUT 1 MILE. AT THIS MOMENT THE UHF TRANSMISSION FROM THE B-52 TO RAPCON WAS INTERRUPTED IN MID-SENTENCE. THE RADAR ECHO CONTINUED WITH THE AIRCRAFT DURING ITS TACAN PENETRATION FOR ABOUT 25 MILES. RAPCON HAD REQUESTED THE AIRCRAFT TO CHANGE UFH FREQUENCIES TWICE BUT THE AIRCRAFT WAS

DID NOT AFFECTED NOR WAS THE IFF/SIF IDENTIFICATION FEATURE AFFECTED.

PAGE 2 RUMMADA0077 UNCLAS E F T O

DURING THIS TIME, RADAR SCOPE PHOTOS WERE OBTAINED AND CLEARLY SHOW THE RADAR ECHO. AS SOON AS THE ECHO DISAPPEARED THE B-52 UHF TRANSMITTER BECAME OPERATIONAL. WHATEVER CAUSED THE ECHO WAS NOT VISUALLY SIGHTED BY THE AIRCRAFT CREW MEMBERS NOR WAS IT SEEN BY THE TOWER OPERATOR WHO WAS FOLLOWING THE AIRCRAFT PROGRESS THROUGH BINOCULARS. DUE TO HEAVY HAZE AND SEVERAL CLOUD LAYERS, THE AIRCRAFT WAS NOT VISIBLE THROUGHOUT THE APPROACH. REMAINING AT RADAR TRAFFIC PATTERN (3200 FEET MSL) THE AIRCRAFT COMPLETED ONE GCA AND MISSED APPROACH AND WAS ON A HEADING OF 335 DEGREES FOR A RADAR VECTOR TO THE GCA DOWNWIND LEG WHEN THE INSTRUCTOR PILOT, SITTING IN THE RIGHT SEAT, VISUALLY SIGHTED AN OBJECT AHEAD AND BELOW. AS THE AIRCRAFT APPROACHED TO WITHIN APPROXIMATELY 2 MILES, THE OBJECT SEEMED TO REMAIN STATIONARY AND CLOSE TO THE GROUND. VISIBILITY WAS REPORTED AS 25 MILES IN THAT ALTITUDE. THE AIRCRAFT TURNED ONTO THE BASE LEG, LOST SIGHT OF THE OBJECT AND CONTINUED WITH A GCA AND TERMINAL LANDING. (3) AT 0949 Z(1149 LOCAL/0449CDT) OSCAR 7 SITE'S INNER AND OUTER ALARMS SOUNDED AT WING SECURITY CONTROL. OSCAR 7 IS 15 MILES NORTH AND ELEVEN AND ONE HALF MILES EAST OF NOVEMBER 7. A SECURITY ALERT TEAM WAS DISPATCHED AND FOUND THE PADLOCK TO THE CHAINLINK FENCE OPEN AND THE FENCE GATE SWINGING OPEN. THIS SET OFF THE OUTER ALARM. INSIDE THE COMPLEX, A

HORIZONTAL DOOR HAD BEEN UNSECURED AND LEFT OPEN AND THE COMBINATION

TRACKS, PRINTS OF [illegible] WERE FOUND. (4) AT SIX

[illegible] THE UNUSUAL SIGHTINGS, THE FIRST OBJECT WAS OBSERVED

[illegible] FOR A SHORT TIME BY A SECOND LIKE OBJECT. (5) IN

[illegible] THE AIRCRAFT ACTIVITY AND TIMES CONTAINED ON THE PAPOOSE

TAPE RECORDINGS WITH THE BASE OPERATIONS DISPATCHER'S LOG OF

[illegible] OBSERVATIONS, IT IS ENTIRELY POSSIBLE AND HIGHLY PROBABLE

THAT THE INITIAL SIGHTING AND SUBSEQUENT ACTIVITIES OF THE OBJECT

WERE IN FACT THE B-52 ACCOMPLISHING UPPER AIRWORK. LATER SIGHTINGS

OF BRIGHT LIGHTS AND FLASHING GREEN AND WHITE LIGHTS ACCOMPANIED

BY A LOW JET ENGINE SOUND COORALATES WITH THE B-52 MAKING A VOR

PENTRATION, LOW APPROACH AND MISSED APPROACH. PORTIONS OF THE

MANEUVER ARE ACCOMPLISHED WITH THE AIRCRAFT LANDING LIGHTS ON. THE

HAZE AND LAYERED CLOUD CONDITIONS COULD HAVE DIFFUSED LIGHT SOURCES

AND MADE IDENTIFICATION DIFFICULT. (6) FOUR OCCURANCES THAT

CANNOT BE CORRELATED OR EXPLAINED AT THIS LEVEL ARE: (A) WHAT

CAUSED THE AIRCRAFT RADAR ECHO. (B) AIRCRAFT LOSS OF UHF

TRANSMISSION. (C) THE CAUSE OR SOURCE OF VISUAL AIRCRAFT SIGHTING

OF A BRIGHTLY LIGHTED OBJECT AS PREVIOUSLY DESCRIBED IN PARAGRAPH

4(6) AND A SIMULTANEOUS GROUND SIGHTING IN APPROXIMATELY THE SAME

LOCATION. (D) THE OSCAR 7 ALARMS COULD BE ATTRIBUTED TO A

CIRCUMSTANCIAL EFFORT OF PRANKSTERS, HOWEVER NO EVIDENCE OF

TRESPASSERS WAS FOUND.

5T

NR 5 SEN

MEMO FOR THE RECORD

30 October 1968

Subj: Need for Additional Info on Minot Sightings

At 0900 hours, Lt Marano called Minot AFB, BaseOps, however, Col Werlich was flying so Lt Marano spoke with Sgt Hoy. Lt Marano requested that Sgt Hoy have Col Werlich obtain the following information and TWX it to our office.

Have the navigator accompany someone and go out and interview the individual observers at the missile sites. Information that is needed is:

1. When first observed
2. Duration
3. Course
4. Description
5. Az and elev when first seen
6. Az and elev when last seen
7. Could they also see stars

Obtain statements from aircraft personnel to include:

1. Speed of B-52 during radar paint
2. Time, duration of aircraft radar sighting
3. Time, duration and position of aircraft for visual sighting.
4. Why did they feel the light was an UFO, could it actually have been a car, etc on the ground. Did the ground observers see the airplane and the UFO both at the same time?
5. Is there more than one radar on B-52 (ECM) Did it paint anything? Was there an ECM operator on board, was he using his equipment?

Other:
Did RAPCON paint any UFOs while painting the aircraft.
What other radars are in the area? Did they paint any unidentified targets? Are there sage sites in area?

We need a statement that the missile sites had been broken into before and what results.

Did ground maintenance check the equipment out after the B-52 landed ?

The following is to be sent to us by mail.

Map of area
Plot of flight path of B-52 from 0258 hours local, till landing, with time sequence markings on plot.

AF Form 117 from each observer. Could be completed by observers at the time they are interviewed.

Copies of the Scope Photos.

30 October 1968

MEMO FOR THE RECORD

Subj: Telephone conversation with Col Pullen, Hq SAC

On 29 October 1968 at 1530 hours, Col Quintanilla telephone Col Pullen, Hq SAC, autovan 631-3600 (regular ext 2828, however he was at 4336). Col Pullen wanted a brief run down on the Minot sightings. Col Quintanilla told Col Pullen that he thought that the aircraft transmission receiver might also have caused the blip since it occurred for only a short period of time. The weather could have been a factor since there was an inversion. Also, the complete sighting is listed as having occurred for almost two hours and fifteen minutes. I feel that some of the men were looking at celestial bodies because of the inversion, causing scintillation. There were a number of stars in the area at the time. Col Pullen said he would like to receive a preliminary report giving a quick look. Col Quintanilla told him he would however we have to get the times. This business of two hours os too long to make an accurate report. There was an inversion between 2 and 5 and haze. I'm (Col Quintanilla) pretty sure it was either caused by an internal radar malfunction that also caused the blip or because of the inversion he might have also picked up an anomalous blip. Unfortunately, Col Werlich wasn't able to have them pull a quick inspection of the set. Col Pullen wanted to know if we sent anybody up there to investigate the sighting. We did not send anybody up because I only have four people on my staff, myself, an assistant, a secretary and an admin sergeant. I talked to Col Werlich for over thirty minutes and since this didn't appear to unusual I didn't send anyone up. Col Pullen requested that Col Quintanilla send a preliminary report so that he could give it to General Stewart to get this thing simmered down. Send it SSO SAC, attention Col Pullen. He requested thatCol Quintanilla hit a little heavy on what hashappened to other aircraft on occasions like this, this would help to pha y the issue down.

MEMO FOR THE RECORD 1 November 1968

Subj: Telephone conversation of 31 Oct 68, Col Werlich - Lt Marano

Col Werlich had the people fill out the AF Forms 117, of course, he said, I monitored them while they filled them out, but I can't see where a navigator can help. What I did was take a blotter to get the angles and show them what 60,90 etc angles were.

The descriptions of this will take care of these sightings also. The courese were quite varied over a couple of hours and the aircraft took many courses. It will be interesting to cross check its path with the RAPCON versus the ground observers. Most of the original sightings were of the aircraft.

The one we (Lt Marano) are mainly interested is the one that cannot be identified. The one of radar and the aircraft correlated pretty well. Col Werlich said Lt Marano should get a section map of the area. Base Ops at Wright-Patterson has hundreds of the sectional maps of the Minot area.

Look on map, half way down the runway, TACCAN, 320 radius, 16 nautical miles. This is where aircraft saw the object. There's farm fields there. There is nothing there that would produce this, type of light. The same for O'Conner and Nicely from November 7 which is near Greno. I have gone over that are with a chopper. This weekend I would like to go down with a geiger counter and go down to the OSCAR 7 break-in. I (Col Werlich)

think you will find that the most information comes from Airman O'Conner and Isley, and an aircraft insturctor. Much of their discussion and description incorporates the activity of the B-52. It was only at the end that I was unable to pin point the fact that they did observe a light source and the B-52. You can see the lights of the base for at least 50 miles away. I (Col W) asked if they saw the B-52 come towards the object. We know the 52 got real close to it. Did they see the object on the ground? (Lt M asked). They were able to see a light source while the 52 got in real close then it disappeared.

Lt Marano asked if it was going with the wind and explained how we have had trouble with hot air balloons and he gave the description, duration, etc.

Col Werlich informed Lt Marano that if he was familiar with the geography he would wee why this wouldn't be possible. There must be four or five farm houses within a ten miles radius and Grano with six to ten small dwellings and the area is deserted at this time of the morning. I doubt that there would be any activity like this. The sighting was about eleven miles from November 7 site. This is a sensitive subject. Anybody that could unlock the padlock wouldn't be a prankster from the farm areas. There are keys for these padlocks and it's hard to

judge how many keys have been made. It looks like a Navy hatch and underneath is the combination lock. Pranksters just could't go and open it. The person, if it was a person, would have to know how to open it. We have had about three occurrences of this in the last two or three years doing this. All three of these cases were traced back to AP's. Guys who had been in the service on these areas. It is not a serious offense. 99 chances out of 100, that if a person, a human being, accomplished this thing then it had to be somebody who had a key to the padlock. Lt Marano told Col Werlich that we have no evidence though that the UFO events did this. Col Werlich agreed but said that a Lieutenant examined the area the next day and could find no evidence of cars, tire tracks, footprints, etc. Col Werlich said he didn't know if an examination investigation was going on or not but felt they probably were looking into it. Lt Marano asked him to get the results of their investigation. Col Werlich said he was trying to take a positive approach towards this investigation. Almost 80 per cent were looking at the B 52. If you would take a look at an aircraft at 20,000 ft, then you wouldn't see much but I'm am to place logic in that it was there and what they saw was there. There is enough there that it is worth looking at. Nobody can definitely say that these people definitely saw the aircraft, but within reason they probably saw it. Lt Marano told Col Werlich that SAC was giving us trouble because they wanted to know what we are

doing. Thursday afternoon I (Col Werlich) called, with the personal opinion that we needed technical assistance at that time and that is what we requested and we didn't get it and we have tried to do what we could. Gen Hollingsworth is interested.

Anyway, I'm sending the RAPCON TAPES, PHOTOS, and an overlay showing a movement of the aircraft, description of the aircraft movement prior to VFR. Aircraft was going through maneuvers and it would be most impossible to track it perfectly cause he was doing steep turns, "S" turns, etc. Now time and duration of the sighting was in my message. Speed of the B-52 was in the TWX. I only stated one radar in the message because there was only one radar set. The ECM equipment hadm't been used. RAPCON was painting, IFF equipment was operating in the airplane. It's a fairly good size blip. Every time it sweeps it shows the blip. The object would have been covered by the blip. There is a Sage site to the south. They do not remember having any unidentified paints. The only one I have is the one on the plane The unusual part is the B-52 was in the middle of a sentence and the voice just quit transmitting right in the middle of the word. Because we had an accident a couple of weeks ago we were quite interested. Ground control asked them if they had any trouble to give Mday Squawk. The airplane changed both UHF and neither would transmit but they could receive, and each time to show that the could receive they hit the ident squawk which would last for thirty seconds each time.

There was quite a bit of this. The navigator was the paint disappear as fast as it appeared. Mu personal opinion is that it couldn't be a malfunction because they transmitted before and afterwards. The aircraft was not checked out afterwards because the transmission was working. I don't know if the heavy haze would have been enough to blank out the transmission. Lt Marano explained that we do not have a good time sequence. Col Werlich said he tried to start with the first things first in his TWX. The most important things are the AF Forms 117 and the transcription with RAPCON. Lt Marano then explained about the many astronomical bodies that wete over the area at the time and when there is quite an inversion they are magnified even greater. Col Werlich said some of the observers could see stars and others couldn't. We had a Ragged Ann type of cover. So many layers of haze, quite a layer of haze. Col Werlich then put Sgt Dickson from the weather office on the telephone. Sgt Dickson was sending us complete weather data, however, he said we should be able to obtain the weather from the base weather office at Wright-Patterson since they get it as it comes off the wires. The weather data Sgt Dickson used was obtained from Glasgow.

The following data was given:

2000 ft alt	temperature	+ 4° cent	Due point -3½° cent
3200		+10.5°	-2½°
5000		+ 9°	0°
8500		+ 1°	-5°
11,500		"	-8°

There was a pretty good temperature inversion.

Col Werlich said he would send an overlay for the 200 series map chart which is used by the bomb people in the targetting section and the people over at W-P should have the master chart. The chart is classified so to save time, signatures, etc, Col Werlich is just sending the overlay so that we can put it over the chart that the Bomb people here. See the Bomb Nav targetting people for the 200 series chart.

Gen Hollingsworth has been given all the information that Col Werlich obtained. Col Werlich said that Gen Hollingsworth was briefing Gen Compton and this briefing was probably going on at the time that Col Werlich was speaking with Lt Marano (time was approx 2 pm, EST, 31 Oct). Col Werlich said that you had to realize that there is only one person looking at the radar sent. He didn't take scope photos at first until the pilot said why don't you take some photos. This was towards the end. They had it visually all the way down. Each scope photos is three seconds. There is nothing of value in the conversation. The blip changes shape, round, rectangular, etc. Col Werlich said he would be flying tomorrow and Monday. Col Werlich said he had done the initial investigation in accordance with the regulation and I'm at the limit of my capabilities. Col Werlich I can send supplemental data and will if we make our desires known and inform what specific information we need. Col Werlich said we were hoping for technical assistance

and we didn't get it. Lt Marano told Col Werlich we felt that he was doing an adequate job as far as technical data. Col Werlich said thes was his first report and did't know how to ask questions or anything and he had spent too much time on it already.

MEMO FOR THE RECORD

1 November 1968

Talked to Mr Goff, TDPA, who is quite familiar with air-borne radars. Mr Goff said that from the evidence available at this time it would appear to him that the sightings may have been precipitated by some type of ionized air plasma similar to ball lightning. He felt that a plasma could account for the radar blip, loss of transmission and some of the visual sightings. The entry of the missile site is being investigated by local authorities and with the information at our disposal at this time no explanation is offerred.

24oct68

On 24 Oct 68 the following personnel at the listed LCF's sited the UFO at times indicated.

0308	0320	Camper Team
Nov-1	Oscar-1	at-06
SSgt Bond	SSgt Smith	A1C McDowell R
A1C Adams	A1C Bajgiar	A1C Johnson W
A1C Jablonski	A1C Vennedall	

0325	0324
Mike-1	Juluit-1
SSgt Halko	SSgt Wagla
A1C Jenkins	A1C Allis
A1C Richardson	A1C Derr

At 0308 hours the initial report was received from a maintenance team enroute from Nov-8 to Nov-7. An A1C O'connor was the maintenance Team Chief and he stated that all members of the team observed the lighted object. They further stated that it was reddish orange in color, a very large object, with flashing green and white lights. After they entered N-7 IF the object came directly over head with the sound of jet engines. SSgt Bond the FSC at Nov Flt stated that the object which looked to him as the sun, came near the handred antenna at Nov-1. It then moved to the right and he sent the SAT out to check and see what it was. The object then moved about one mile away with the Nov SAT following. They came within ½ mile from where it appeared to be landing. When it reached surface the lights became dimmer and finally went out. After this they could see nothing. SSgt Smith at Oscar-1 saw the object seperate in two parts and go in oposite directions and return and pass under each other. At this time Julelt Flt and Mike Flt Team observed the same things and described it the same way. The approximate grid coordinate of the apparent landing was at AA-43. The entire observation period as near as can be determined was about 45 minutes.

SMITH does NOT say This in his

0800. Object 8/E of N-7 moving toward site with brillant light like the sun. Lights flashing on and off. Its too brillant and big for an aircraft now moving south and hovered over N-7, turned green, amber off than on.
0818. Below 1,000 feet, hovers somewhat, makes no turns like a jet - straight forward shot.
0819. Moving NWW white light on.
0820. Object now appears one mile away and moving in on them.
0825. Object now reversed direction and moving toward site, now 600 feet from site and lower from 800 feet.
0828. Two are seen now. Jet engines heard now very clearly.
0829. Moving S/W of site and gaining altitude.
0830. Just are in sight now when it passed over site it looked like two high headlights. Moving real slow when oversight - could hear engines.
0833. Disappeared - moved S/E to far from eyesight.
0836. Disappeared for 3 minutes then reappeared. Same spot and moving back torward N-7.
0838. Coming out of S/E once more.
0840. Hovering 3 miles away 1 to 2000 feet very dim white light.
0841. Moving toward N-7 again, light getting brighter. Hovering.
0842. In one position.
0844. White lights went out, green light on and moving rapidly now. Green light gone out and white light coming back on.
0850. Object N/W, reversed and moving off again S/E.
0850. Disappear then reappears and coming back N-7 from S/E, lights getting brighter.
0856. Still moving from S/E.
0856. Object now West 1 to 2000 feet.
0857. Now approximately 600 feet. Red flashing light moving N/W.
0858. Now white light hovering 500 to 1000 feet. Lights now flashing white.
0926. Object direct 8/W of N 1 moving north then lights went out. A B-52 went out to location of sighting and saw object and had on radar 20,000 feet. Object followed B-52 to fifteen miles from base. During this time B-52 lost radio contact on all frequencies. At this time N-7 lost sight of object. B-52 went around again and negative contact.
0940. B-52 landed.
0940. N-7 picked up object again 3 miles west of site. Stantionary - seems to be on the ground - lights bright orange then illuminated to white then white disappeared and green came on.
0944. Disappeared.
0945. In sight - stationary position.
1004. Object has moved - still west of N-7. Now stationary once more.
1010. 2 miles E of N-7 - object still 5 miles west of him approximately 50 feet off ground stationary green lights.

See Pilot report — Apparently he made a mistake of 1 hr. in det. local time?

Transcript of tape for 24 Oct 68 from 0830 to 0915
ct- controller ac- aircraft tw- tower

0335 L.

0830 Controllers received information on UFO 24 miles NW
0834 JAG 31 a B-52 on TA calibration check to rw 11 requested clearance to WT at FL200
0834 ac MIB approach control does JAG 31 have clearance to WT fix at FL200?
ct JAG 31 roger climb out on a heading of 290 climb and maintain 5000 stand-by for higher altitude we're trying to get it from center now
0835 ct JAG 31 climb and maintain FL200
ac Roger 31 leaving 5000 for 200
ct 31 roger
ct And JAG 31 on your way out to the WT fix request you look out toward your 1:00 position for the next 15 or 16 miles and see if you see any orange glows out there
ac Roger roger.... glows 31
ct Somebody is seeing flying saucers again
ac Roger I see a .... (garbled)
0852 ct JAG 31 MIB ppch
ac 31 go ahead
ct 31 the UFO is being picked up by weathers radar also, should be your 1:00 position 3 miles now
ac We have nothing on our airborne radar and I'm in some pretty thick haze right now and unable to see out that way
ct roger
ct JAG 31 upon reaching the WT fix you're cleared for approach report leaving FL200
ac Roger 31
0854 ac Departure 31 level 200
ct JAG 31 roger report leaving FL200
ac 31
0855 ac Approach control this is JAG 31
ct JAG 31 Minot approach
0856 ac We'd like a straight Tacan approach, low approach rw 11 then a vector around for a GCA low approach
ct After completion of low approach climb and maintain 3200 climb heading 335 report steady.... 31 report leaving 200 on this approach
ac 31 wilco and I copied missed approach
ct 31
0858 ac Approach control 31
ct 31 go ahead.... 31 go.... JAG 31 Minot go ahead....
0859 ct JAG 31 Minot approach go ahead.... JAG 31 if you hear me squawk ident.... 31 Minot
0900 ct JAG 31 if you hear me squawk ident.... JAG 31 ident observed cleared for the approach attempt contact on frequency 271.3 and you're cleared for the low approach

approach

ct to tw Tower this is on JAG 31, disregard, he's about 24 miles out but can I have clearance on him now for a low approach, he might be having radio problems

tw Cleared for low approach wind 150@2

ct JAG 31 you're cleared for low approach wind 150@2, if you hear me squawk ident

ct JAG 31 if you're having any other difficulties besides radio transmitter squawk mayday.... (no mayday squawk was received)

ac Minot approach control how do you read this transmitter

ct JAG 31 you're very very weak on 271.3 how me

ac Roger I hear you loud and clear

ac (weak and garbled)

ct You're very very weak attempt contact on frequency 326.2

0902 ac Minot approach control JAG 31 how do you hear

ct You're loud and clear how me

ac Roger you're loud and clear

ct Remain this frequency

ac Our UFO was off to our left there when we started penetration

ct Roger understand you did see something on your left side

ac We had a radar return at about a mile and a quarter nine o'clock position for about the time we left 200 to about 14

ct 31 roger request radio check on 271.3 then return this frequency again
ac 271.3
0903 ct JAG 31 how do you hear this transmitter
ac You're loud and clear how me
ct You're loud and clear also
ac O.K. I'll stay on this frequency?
ct Affirmative I was wondering how far out did you see that UFO?
0904 ac He was about 1½ miles off our left wing at 35 miles when we started in and he stayed with us 'til about 10
ct I wonder if that could have been your radio troubles
ac I don't know.... but that's exactly when they started
ct Roger
ct 31 Cleared for low approach report missed approach
ac 31 roger
0906 ac 31 going around
ct 31 roger
0909 ac Steady 335 3200
ct JAG 31 roger, radar contact this will be a vector to the precision final approach course rw 11
ac JAG 31 roger
ct JAG 31 if no transmissions received for one minute while in the pattern take over visually if unable cleared for approach
ac Roger 31 understand
ct JAG 31 turn left heading 290 maintain 3200 downwind leg
ac 290 3200 JAG 31
ct JAG 31 say type landing
ac 31 will be a low approach
ct 31 roger say intentions after low approach
ac Vector around for an ASR approach low approach
ct Missed approach instructions remain the same do you wish them repeated
ac Negative 31
ct JAG 31 perform landing check
ac 31 roger cockpit complete
ct JAG 31 check altimeter 3012
ac 3012 roger
0913 ct JAG 31 are you observing any more UFO's
ac Negative on radar, we can't see anything visually
ct JAG31 roger
ct JAG 31 roger the personell from the missile site advise they don't see anything anymore either
ac Roger
ct JAG 31 turn left heading 200 maintain 3200 base leg
ac Roger 200 3200

0914 ct JAC 31
0915 ct JAC 31 turn left heading 140 maintain 3200 dogleg to final
ac Roger 140 3200
ct JAC 31 turn left heading 110 maintain 3200
ac Roger 110 3200
0917 Final approach
0921 ac Approach control this is 31
ct JAC 31 this is Minot approach control go ahead
ac I'd like to get a vector around for an IFR, surveillance approach. like to touch down at 40 past
ct Roger you want a full stop at 40
ac Affirm be termination
ct JAC 31 roger turn left heading 335 maintain 3200 this will be a vector to the surveillance final approach course rw 11 usable length 13,200, descent to minimum descent altitude will be authorized 5 miles from rw
ac 31 roger
ct Lost communications remain the same do you wish any portion repeated
ac Negative 31
ct 31 roger
ct (garbled)
ac 31 roger
ct JAC 31 (garbled) requests that somebody from your aircraft stop in at

basops ofter you land
ac Roger 31 we'll give them a call
ct 31 roger
ct JAG 31 turn left heading 200 maintain 3200 base leg
ac Roger 200 3200
ct JAG 31 turn left heading 140 maintain 3200
ac 140 3200 JAG 31
ct JAG 31 turn left heading 115 maintain 3200 extended final
ac Roger 31 understand heading 115?
ct 31 roger heading 115
0928 JAG 31 on final for landing

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R258

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 24 MONTH oct YEAR 1962

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 0030 MINUTES _____ ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 0430 MINUTES _____ ☒ A.M. ☐ P.M.

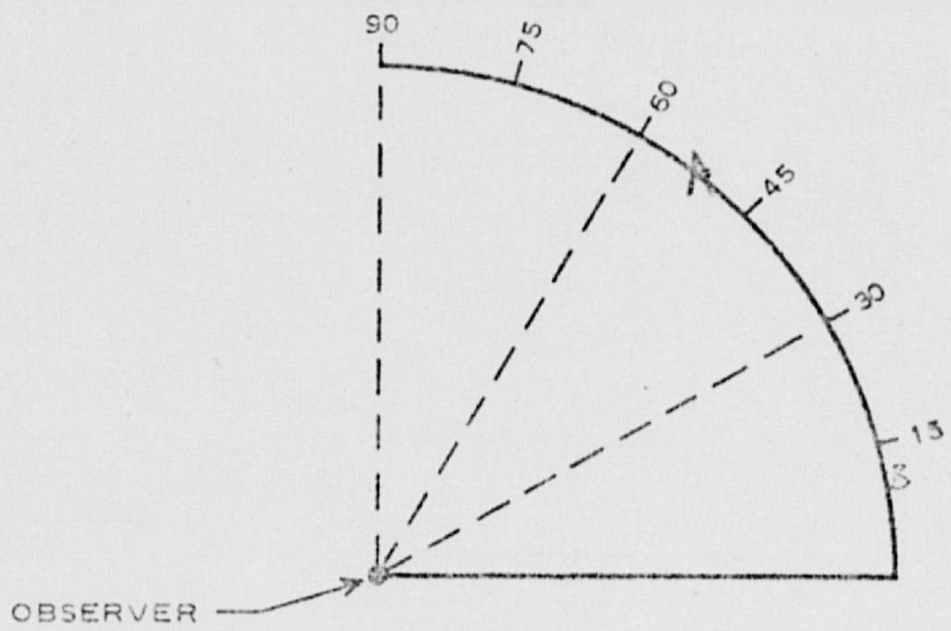
4. TIME/ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD

☐ 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.

Traveling South from N-1 (LCF) To N-7 (LF) on a gravel road about five miles north of N-7.

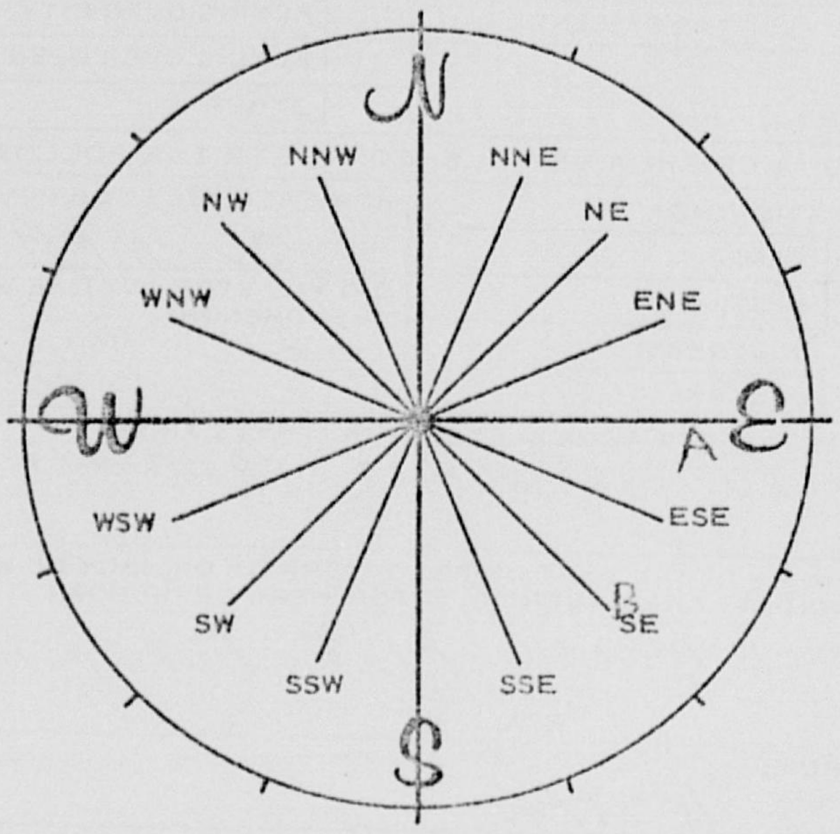
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



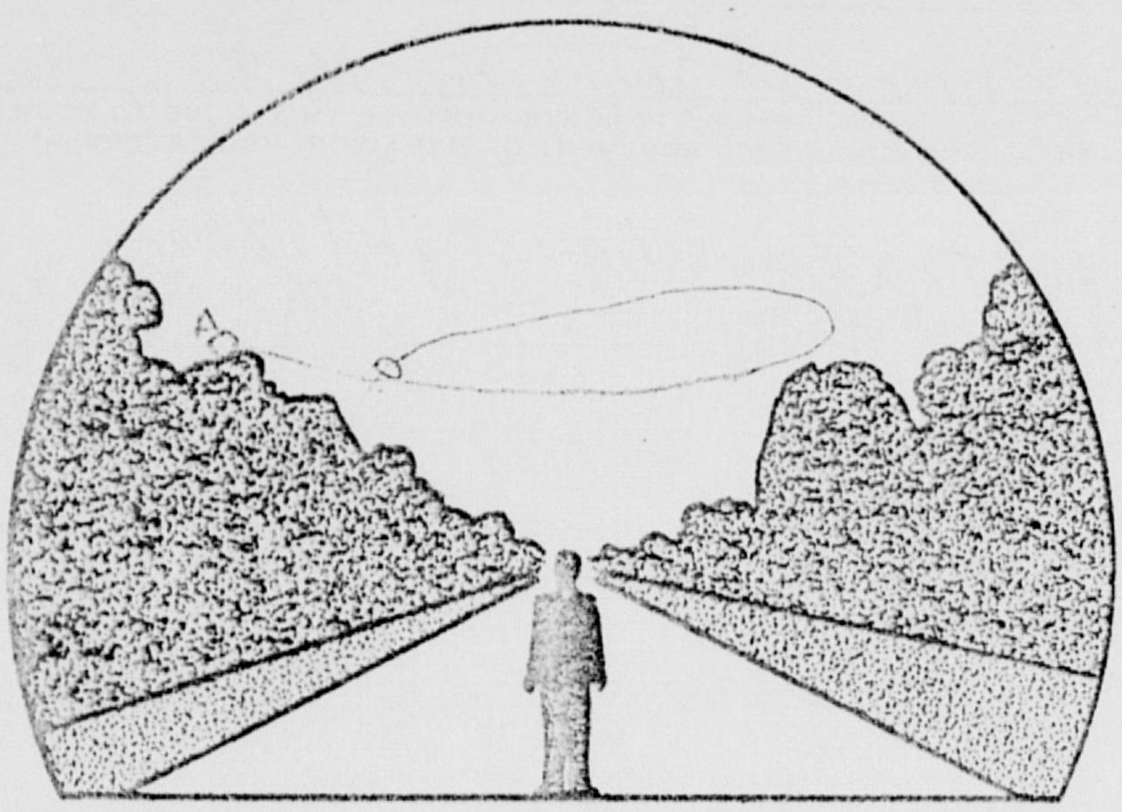
AF FORM AUG 67 117

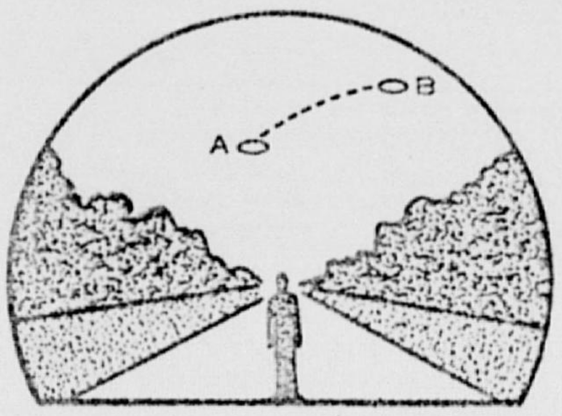
+ 0030 hrs. Sirius was just below horizon rising at az. 108 deg

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
	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 ALSO OBSERVED IT FROM MISSILE SITE		FLYING OVER OPEN COUNTRY
			OTHER

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

WHAT DIRECTION WERE YOU MOVING?			
	NORTH		EAST
✓	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?
30 MPH

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
☒ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.
WE ALSO OBSERVED THE OBJECT FROM OUTSIDE THE VEHICLE

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.
PICK UP, GRAVEL ROAD, FLAT TERRAIN

HOW MUCH OTHER TRAFFIC WAS THERE?
NONE

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.
A B-52 WAS IN THE SAME AREA AS THE OBJECT, JUST BEFORE THE OBJECT LEFT OUR VIEW

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME				
3½ TO 4 hours		CERTAIN OF TIME		NOT VERY SURE
	✓	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?
BY THE LENGTH OF TIME WE WERE ON K-7

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.
IT WENT out of sight a few times and then reappeared

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?

AT ONE TIME THERE WERE TWO IN THE AREA.

NO

1ST OBJECT

2ND OBJECT

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
	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
	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST			✓	UNKNOWN
			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)*
	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.

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 HAD Lights on the front LIKE HEAD Lights or Landing lights. IT had a green flashing Light toward the middle or rear. I could not Tell any shape or SIZE.

? SEE #16

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

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

WE SAW THE LIGHT IN THE SKY.

A. HOW DID IT FINALLY DISAPPEAR?

IT WENT LOW AND OUT OF SIGHT IN THE SOUTH EAST

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.

MY ESTIMATE IS THAT THE OBJECT WAS THE SIZE OF A KC 135. I could only TELL BY THE LIGHTS ON THE OBJECT.

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		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 SLOW.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 2 MILES.

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.

THE LIGHTS ON THE OBJECT WERE THE SAME AS ON A JET AIRCRAFT.

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] 9th Mtns

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIR[redacted]

ADDRESS (Street, City, State and Zip Code) [redacted] NO. DAK. 58701

TE[redacted]	AGE		MALE		FEMALE
	23	X			

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

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

NAME N-1 FSC, BASE OPERATIONS DAY 24 MONTH OCT YEAR 68

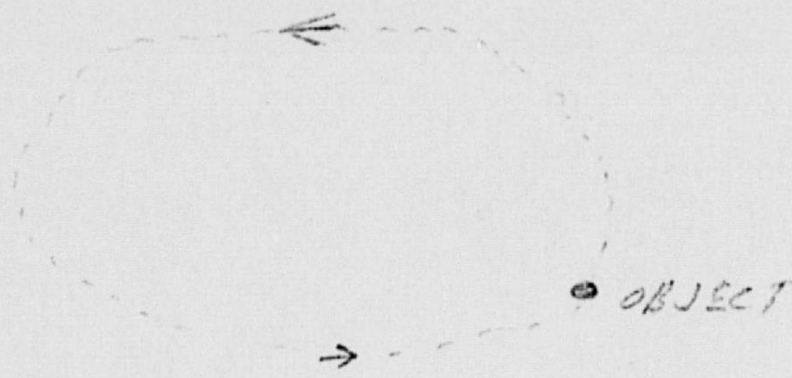
26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 28 MONTH OCT YEAR 68

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

we first saw the object to the east of us while we were traveling toward the site. IT STARTED moving South. WE ARRIVED AT the SITE & then STARTED OBSERVING the object from outside the Truck. It was moving in a LARGE CIRCULAR AREA TO TE south of us. It came within hearing distance twice. the sound was that of jet engines. It was in this same area for two or three hours. When we last saw it, the object was in the South east and went low and out of sight.

N-7



SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R258

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 23 MONTH OCT YEAR 68

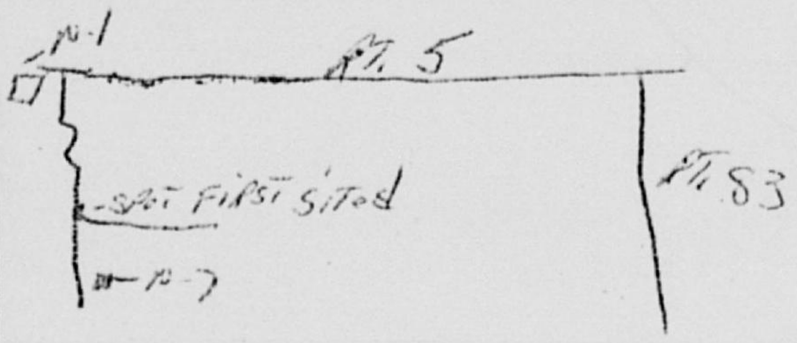
2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? HOUR 2130 MINUTES _____ ☐ A.M. ☒ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 2345 MINUTES _____ ☐ A.M. ☒ P.M.

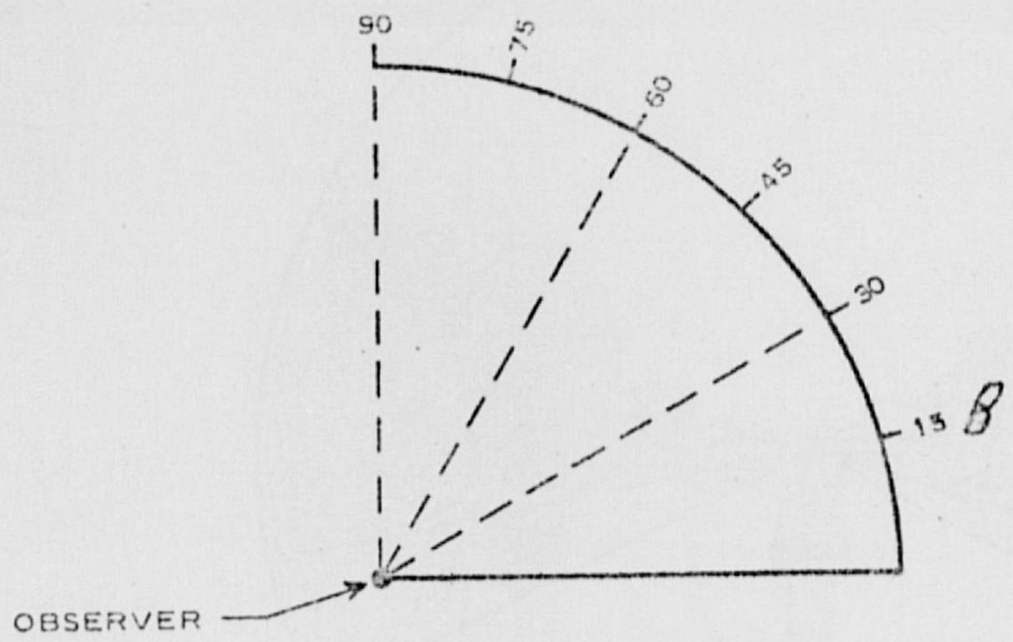
4. TIME/ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD

☐ 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.



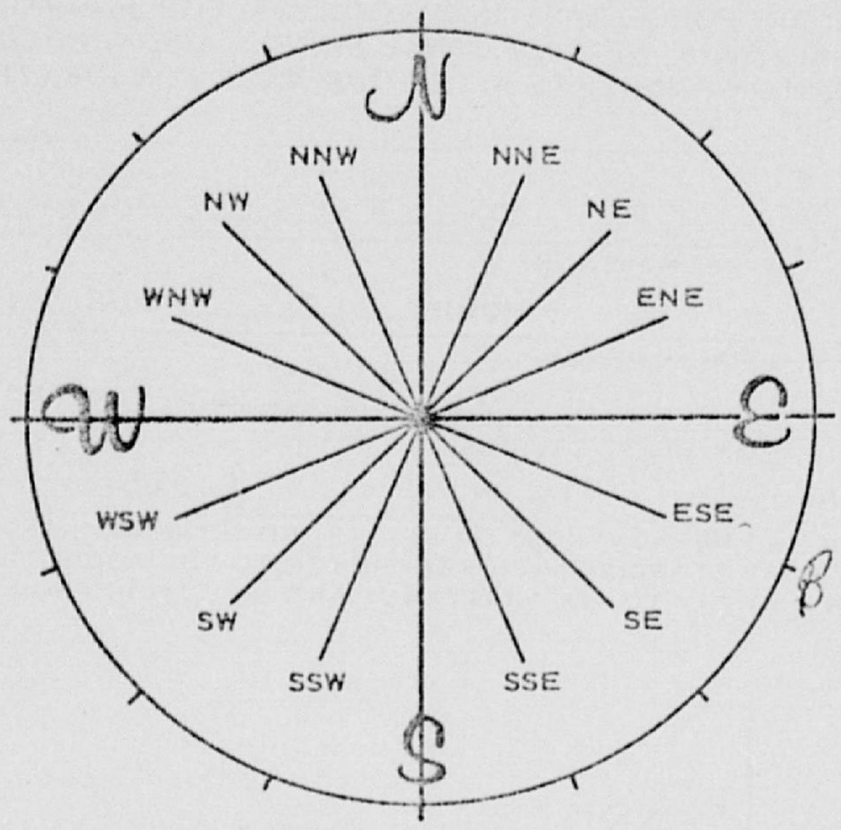
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



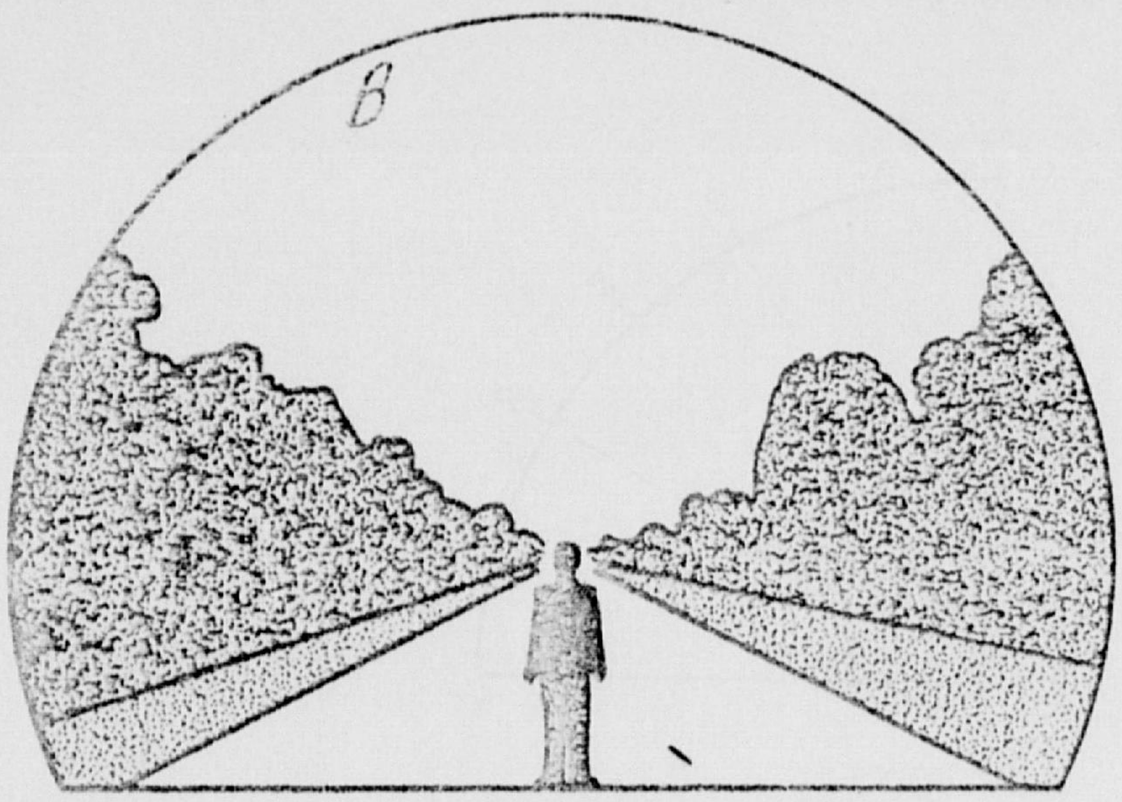
AF FORM AUG 67 117

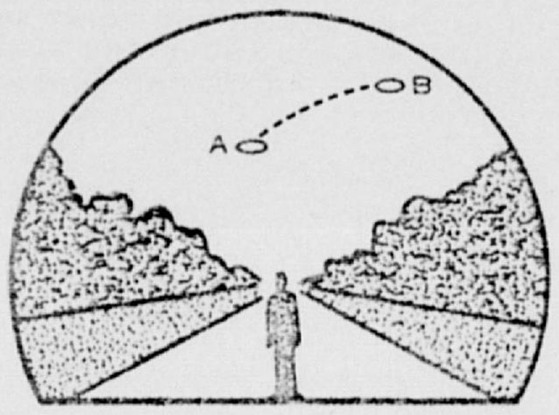
B-52

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
	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
			OTHER

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

WHAT DIRECTION WERE YOU MOVING?

	NORTH		EAST
✓	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?
35 mph.

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
☑ YES ☐ NO

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.
Yes. Object Seemed To be obscuring #3, when we stopped The
#2 object seemed hover ORTed when we Turned out our headlights

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.
3/4 Jack Truck.
Flat Ground, Gravle Road, windows up

HOW MUCH OTHER TRAFFIC WAS THERE?
None

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.
A B-52 was Sent To the Area To checkout The Sightings
And was seen west of The object at first.

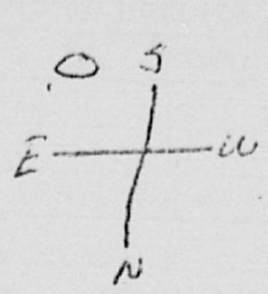
9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME	1 ½ hrs		CERTAIN OF TIME		NOT VERY SURE
		✓	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?
Watch

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.
object moved SE First Then west, Then SE and
out of sight Then A Few minutes later Appeared in
The SE Again moving N, At one Time The object
came within About ½ mile of site Then was
headed SW Then went East and ~~Then~~ out of site.
Then Reappeared in the SE moved W Then East
Then out of site. And did not Appear Again After
The B-52 made its First Pass

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			
	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
✓	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST				UNKNOWN
			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 had not risen 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)*
	IN BACK OF YOU	✓	TO YOUR LEFT Flat spiral		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.

Farm yard lights ½ mile from road

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 appeared self-luminous ~~Light~~ like a big ball of white light that seemed to change to a dim green light then later to a dim amber color. The object seemed to take on the appearance of a Sturgeon fish

Characteristic colors of Sirius

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

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

The fact that it was bigger than the two former lights which appeared at a distance.

A. HOW DID IT FINALLY DISAPPEAR?

The object just grew brighter in white light and came toward us.

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.

Could not tell

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.

~~A~~ I was unable to make out any definite shape because the object put out such a bright light

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.

Object 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		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 *A few miles*

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE *Appr. 5 miles*

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.

When the object was first sited it appeared to be in between two former yard lights which were a little smaller then the object grew brighter moving S.E.

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.

The noise I heard was similar to that of a jet engine only more steady and at a lower pitch.

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] AB -

B

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME [redacted] MIDDLE NAME

ADDRESS (Number, Street, City, State, Zip Code) [redacted] P. O. Box

TELEPHONE (Area Code, Number) [redacted]

AGE 21 | ✓ | MALE | | FEMALE

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

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

NAME [redacted] 2nd Lt. USAF, FSC DAY 23 MONTH Oct. YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 23 MONTH Oct. YEAR 68

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.)*

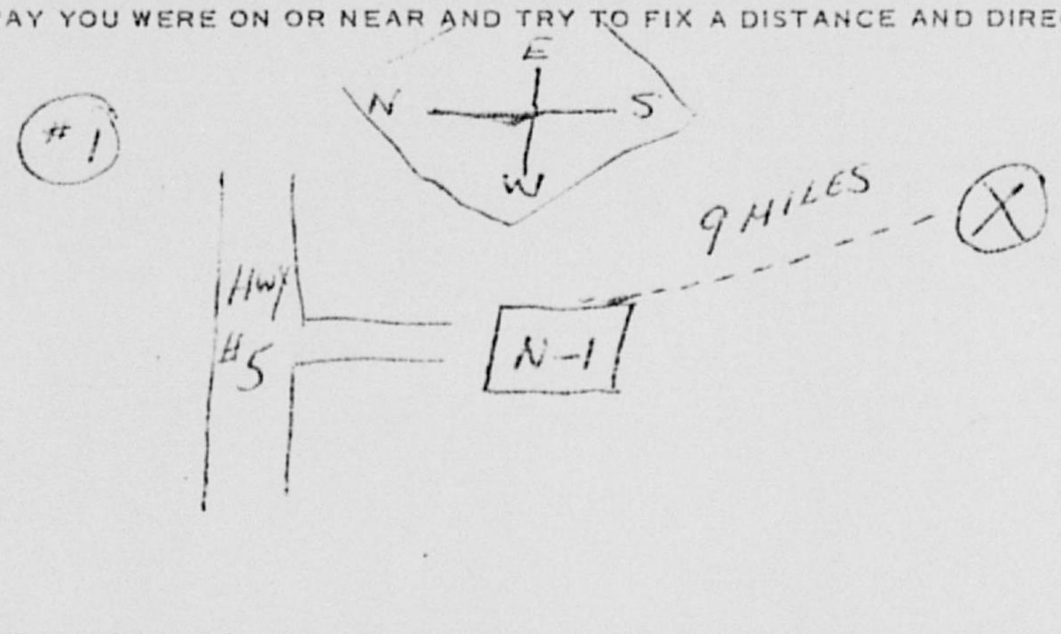
1. WHEN DID YOU SEE THE PHENOMENON?
DAY 24 MONTH OCT YEAR 1968

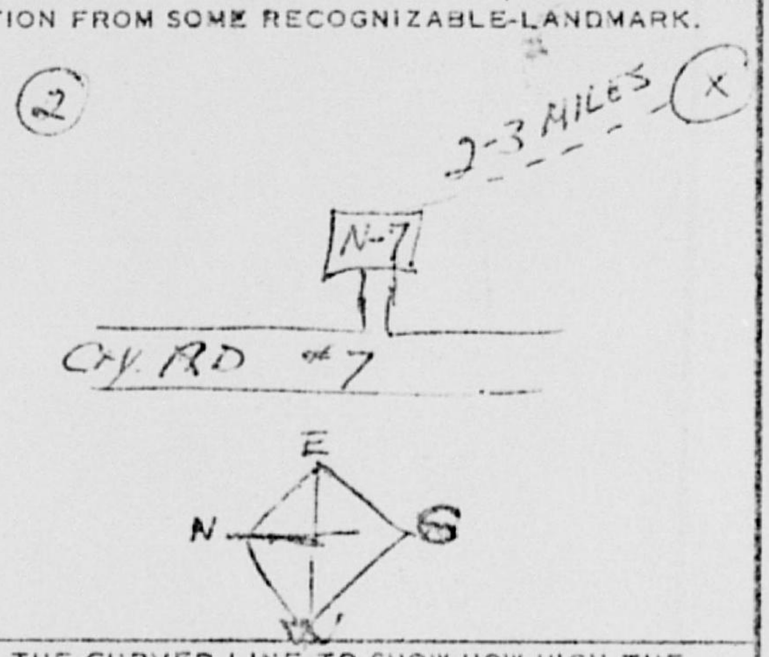
2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?
HOUR 0300 MINUTES 8 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?
HOUR 0500 MINUTES 18 ☒ A.M. ☐ P.M.

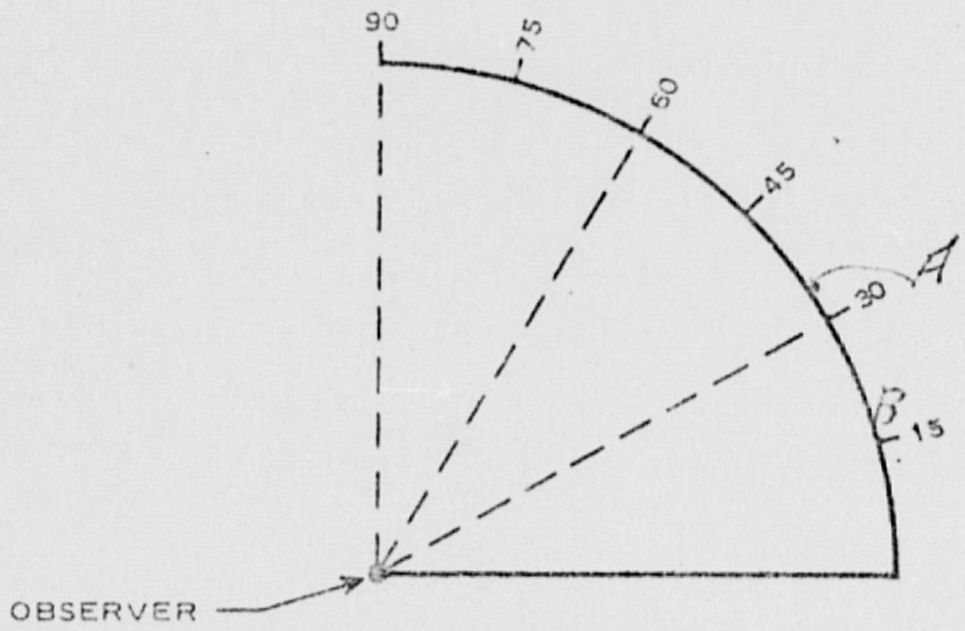
4. TIME/ZONE ☒ DAYLIGHT SAVINGS ☐ STANDARD
☐ EASTERN ☐ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER

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.



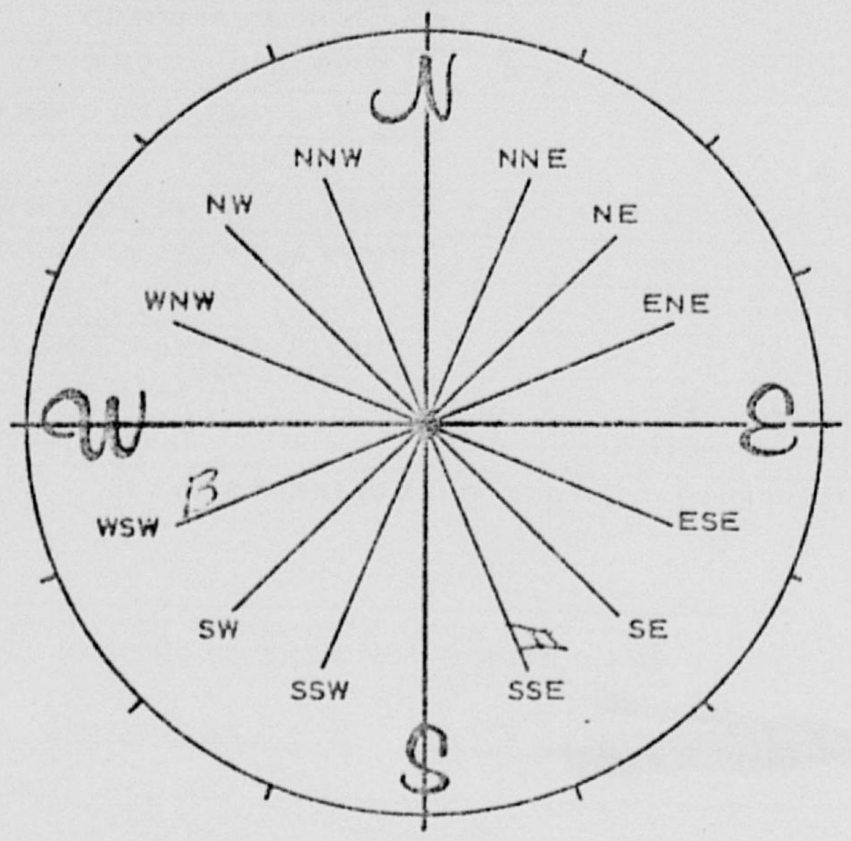


6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

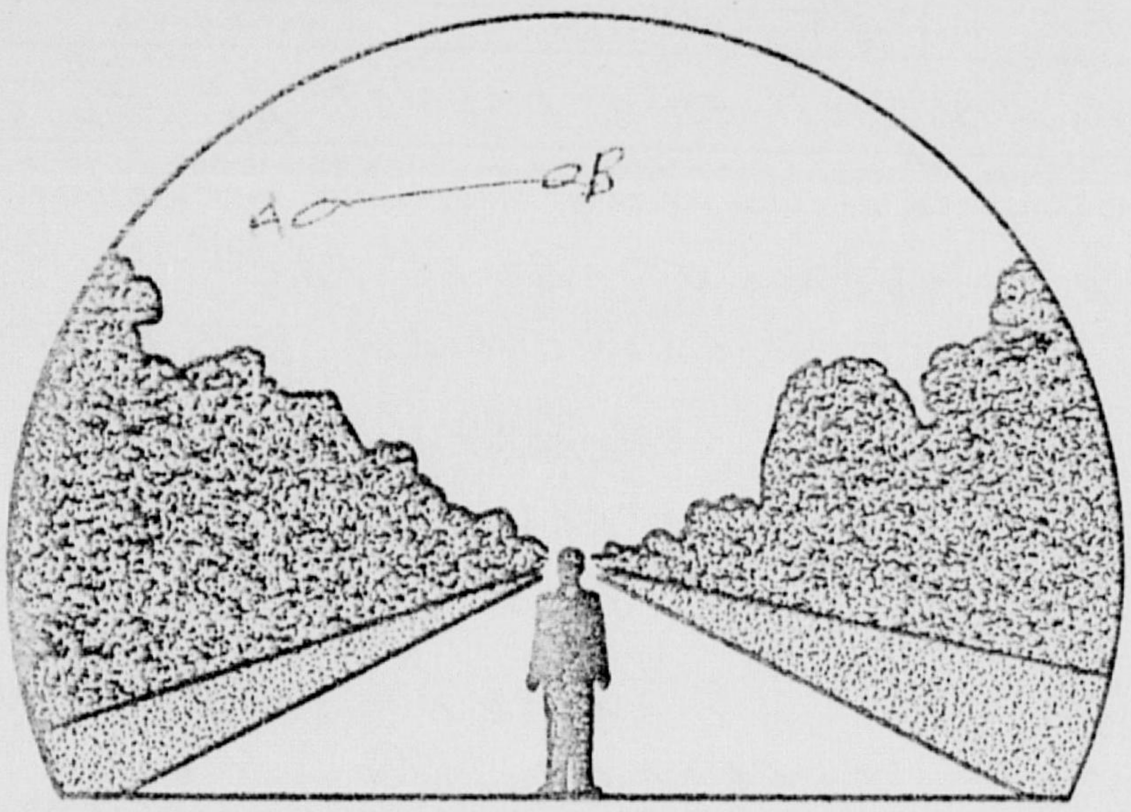


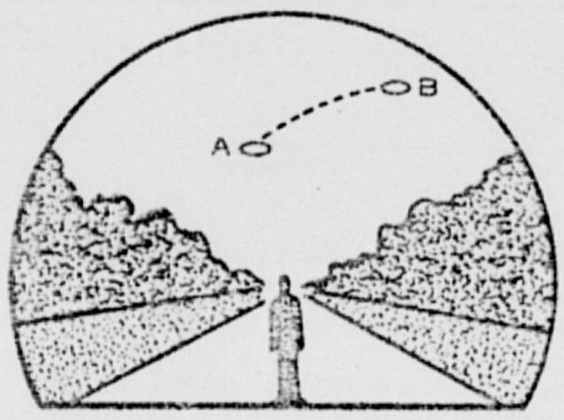
AF FORM AUG 67 117

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.



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.)*

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

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

WHAT DIRECTION WERE YOU MOVING?

	NORTH		EAST
X	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?

30 MPH

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?

☒ YES ☐ NO

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

NO

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.

4X4 TRUCK [redacted] RD. - WINDOWS OPENED OCCASIONALLY

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.

B-52 DIVERTED TO GENERAL AREA. FIRST SEEN AND HEARD APPROX. 35 MIN. AFTER FIRST SIGHTING OF OBJECT. OBJECT STAYED BASICALLY TO THE SOUTHEAST, WHILE B-52 WAS IN THE SOUTHWESTERLY POSITION.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME				
APPX. 2 HOURS ON AND OFF.		CERTAIN OF TIME		NOT VERY SURE
	X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

THE TIME MY TEAM STAYED OUT FROM DISPATCH AS SHOWN AF FORM 53.

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.

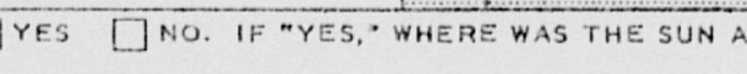
NOT DUE TO OUR MOVEMENT, BUT THE BEHAVIOR PATTERN OF THE PHENOMENON. OBJECT APPEARED AS ORANGISH-RED LIGHTED, SEEMED TO SWITCH TO ALMOST COMPLETELY WHITE AND THERE WAS SOME GREEN. THIS PATTERN WAS NOT ALWAYS THE SAME AND AT CERTAIN TIMES A COMBINATION OF ALL COULD BE SEEN AT ONCE. OBJECT FIRST APPEARED TO HOVER THEN MOVE SLOWLY, SPEED UP, ALWAYS ALTERNATING IN COLOR. THEN LIGHTS WOULD VANISH BUT RETURN SOME MINUTE LATER

B-52 followed light as it was above them. They were not looking at it. The same

SCINTILATION
AUTOKINESIS

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?

WHEN FIRST DISPATCHED TO N-7 ANOTHER OBJECT EXACTLY THE SAME APPEARED OUT OF THE EAST AND HAD PICKED UP SPEED IN A PATH MOVING TOWARDS THE OTHER. NEVER DID SEE THE TWO JOIN OR MEET AS THE SECOND ONE DISAPPEARED AND NO LONGER COULD BE SEEN.



11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT		CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
X	NIGHT				LIGHT RAIN OR DRIZZLE
X	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST			X	UNKNOWN
			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	X	NO MOONLIGHT
X	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)*
	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.

HEADLIGHTS, SITE LIGHTS. UNKNOWN.

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.

OBJECT WAS SELF LUMINOUS WITH GLOWING ORANGE-RED, WHITE GREENISH ALTERNATING AND AT TIMES COMBINATIONS COULD BE SEEN. OBJECT APPEARED RATHER SOLID, ALTHOUGH NOT VERY WIDE AND SLENDER IN SHAPE. EDGES WERE FUZZY. LIGHTS WERE MUCH TOO BRIGHT TO DETERMINE EXACT SHAPE. THIS OBJECT APPEARED MUCH BRIGHTER THAN A STAR.

STARS WAS 5.M of 5 - 1.6

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?

OTHER PERSONS HAD BROUGHT IT TO MY ATTENTION. ALTHOUGH I HADN'T SEEN IT IMMEDIATELY THEY GAVE A GOOD ESTIMATE OF LOCATION. WHEN IT RE-APPEARED 3 OR 4 MINUTES LATER IT WAS QUITE BRIGHT AND GRADUALLY WEAKENED.

Claudia Cook
12 Sept 05

A. HOW DID IT FINALLY DISAPPEAR?

PRIOR TO RETURN TO N-1 IT CAUGHT OUR ATTENTION AGAIN, THIS TIME WSW IN LOCATION. IT HAD APPEARED AS BEFORE STARTING BRIGHT ORANGE-RED, TO WHITE AND FINALLY GREEN. THE OBJECT WAS STATIONARY AT THE TIME AND APPEARED APPROX. 1,000 FT ABOVE GROUND. THE GREEN LIGHT STARTED TO DIMINISH SLOWLY TILL NO LONGER SEEN.

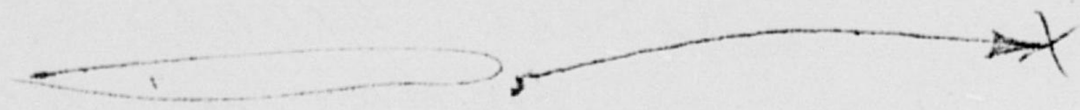
B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?
☒ YES ☐ NO. IF "YES," DESCRIBE.

JUST PRIOR TO OUR SIGHTING THE DIVERTED B-52 IN THE WSW THE OBJECT HAD DESCENDED GRADUALLY AND FOR 1 MINUTE OR 2 HAD APPEARED TO BE OBSTRUCTED BY TREES.

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.

AS PREVIOUSLY STATED, ALTHOUGH
OBJECT APPEARED TO BE SOLID
MATTER THE ILLUMINATION
RENDERED ~~ANY~~ NO LOGICAL SHAPE TO
BE DETERMINED.
IT HAD APPEARED QUITE
SLIM AND NOT VERY
WIDE.

(IE.)



THE OBJECT APPEARED TO
MOVE MORE WESTERLY EACH
TIME? BUT NEVER COULD BE
SEEN IN THE WESTERLY DIRECTION
UNTIL THE LAST AND FINAL
ILLUMINATIONS AT 05:10 LASTING UNTIL
APPROX. 05:18 WHEN IT COULD NO LONGER
BE SEEN.

MOVING CLOUDS COULD ACCOUNT

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.

OFF-HAND I'D SAY THAT CLOSE TO
ONE-HALF WOULD BE 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.

X	EYEGLASSES		CAMERA VIEWER
	SUNGLASSES		BINOCULARS
X	WINDSHIELD		TELESCOPE
X	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 Approx 70-100 KNOTS

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 3-5 MILES

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.

AS TO THE ALTERNATING ILLUMINATION, PARTICULARLY THE WHITE, IT APPEARED AS TWO OR THREE AUTOMOBILE HEADLIGHTS, WHEN THE B-52 HAD FLOWN IN IT'S SEARCH IT HAD BEEN USING IT'S LANDING LIGHTS WHICH WERE QUITE SIMILAR IN NATURE. AS TO AVOID CONFUSION BETWEEN THE PLANE AND THE OBJECT BASE OPS HAD POINTED OUT WHERE AND WHEN WE SAW THE B-52. MUST ADD THAT THE B-52'S ENGINES COULD BE EASILY HEARD WHILE THE UFO MADE NO SOUNDS TO BE HEARD AT ABOUT THE SAME DISTANCE.

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]

ANOTHER

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME [redacted]

ADDRESS (Street, City, State and Zip Code) [redacted] No. DAK. 58701

TELEPHONE (Area code and number) [redacted]

AGE		MALE		FEMALE
21	X			

INDICATE ADDITIONAL INFORMATION [redacted] ATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

(MISSILE) SECURITY POLICEMAN
742 SMS – "NOVEMBER FLIGHT"
(SECURITY ALERT TEAM MEMBER)

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

NAME SSGT JAMES F. BOND DAY 24 MONTH OCT YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 25 MONTH OCT YEAR 68

27. 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 HAD VARIOUS MANUEVERS WHICH OCCURED BASICALLY IN ONE GENERAL AREA. IT STAYED PRETTY WELL S.S.E. OF THE LAUNCH FACILITY BUT HAD SEVERAL TIMES STARTED NORTHWARD AND WESTWARD ALWAYS RETURNING TO IT'S PREVIOUS (SSE) POSITION. FOR SOME REASON IT APPEARED TO BE TRYING TO TRAVEL WEST BUT WE NEVER DID SEE IT TAKE THE DIRECT PATH. When THE B-52 FLEW IN THE VICNITY (SSE) IT WAS NO LONGER SEEN IN THAT LOCATION. When THE PLANE HAD STARTED TO TRAVEL TO THE BASE AND AFTER IT WAS OUT OF SIGHT WE HAD ALSO STARTED BACK TO ~~=~~ N-1. OUR ATTENTION WAS AGAIN CAUGHT WHEN IT APPEARED Approx. 5 MILES DUE WEST WHERE IT REMAINED UNTIL IT FINALLY DISAPPEARED ABOUT 15 MINUTES AFTERWARDS.

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R253

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 24 MONTH Oct YEAR 68

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?

HOUR 0300 MINUTES 5 [X] A.M. [ ] P.M.

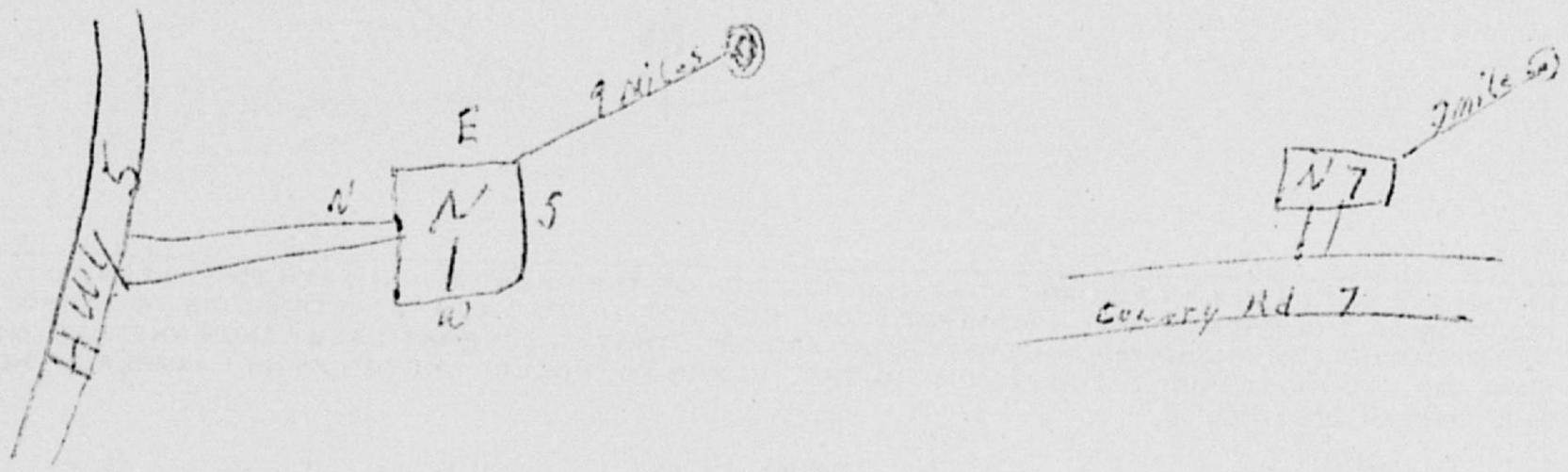
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?

HOUR 0500 MINUTES 15 [X] A.M. [ ] P.M.

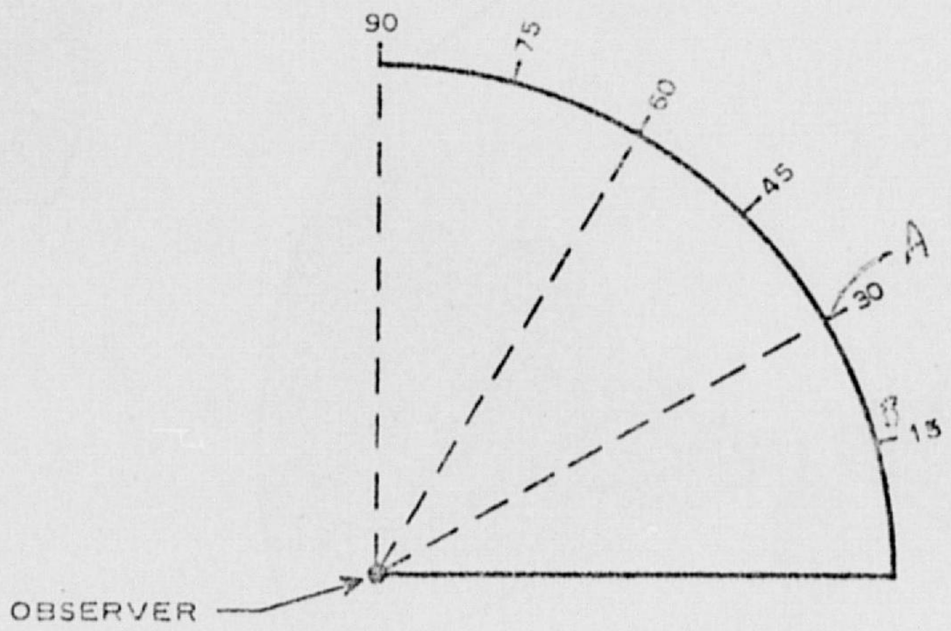
4. TIME/ZONE [X] DAYLIGHT SAVINGS [ ] STANDARD

[ ] 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.

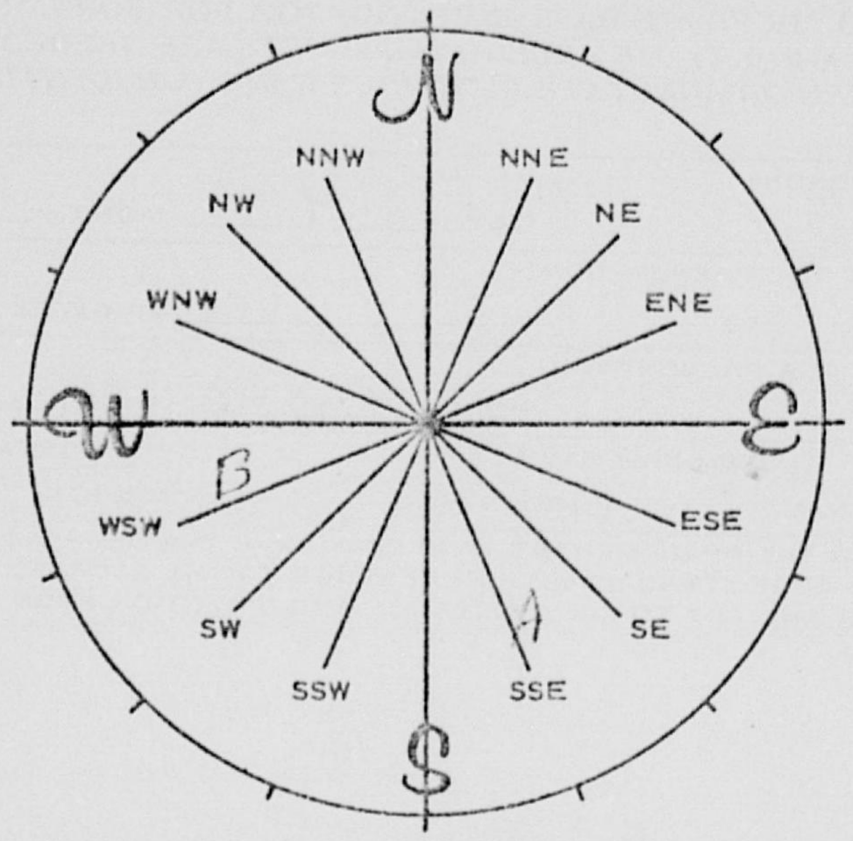


6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

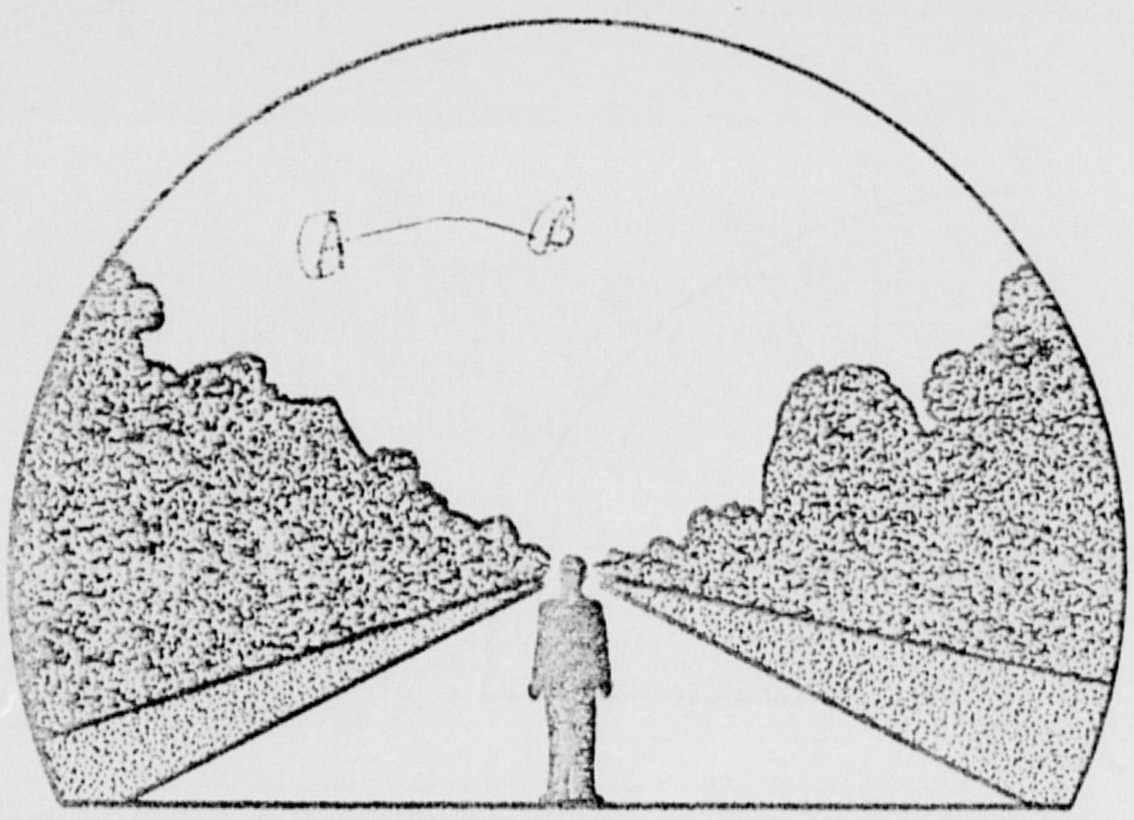


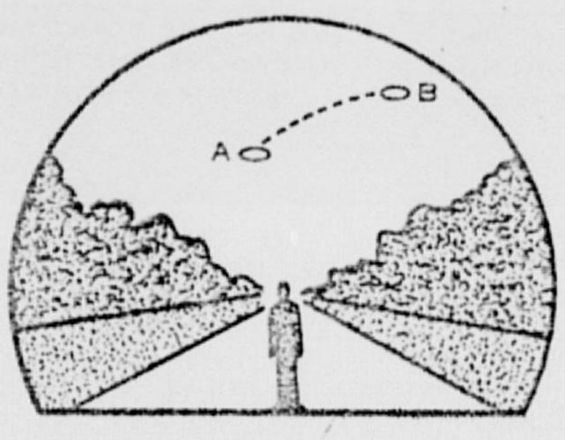
AF FORM AUG 67 117

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.



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
	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
			OTHER

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

WHAT DIRECTION WERE YOU MOVING?

	NORTH		EAST
✓	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?

25 MPH

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?

☑ YES ☐ NO

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

No

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.

4x4 Truck [redacted] Rd - Windows down cruising

HOW MUCH OTHER TRAFFIC WAS THERE?

None

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.

B-52 bomber heard approx 45 minutes After seeing ufo. B-52 West And much higher than ufo.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME

Approx 2 hours

	CERTAIN OF TIME		NOT VERY SURE
✓	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

AF Form 53 shows when dispatched + kept Continued Radio transmissions

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.

Our movement had no relationship with Appearing + disappearing of UFO. UFO seemed to Assume A stationary position At first the A Hovering position, it would then speed up. The Redish orange Light Keep changing white And occasionally Green.

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?

When enRoute to M-7 Another object Appeared (same as first one) They seemed To get pretty close At one time And All of A sudden 1st 2nd are dis Appeared.

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
	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
	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST			✓	UNKNOWN
			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)*
	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.

Head Lights, Lights At Land Facility.

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 Lights were Redish orange- changing to white And green. Lights were self-Luminous And very bright. size + shape hard to distinguish. See characteristic colors of Sirius

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

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

A MAINTANCE TEAM working AT November 7 CALLed over RADio.

A. HOW DID IT FINALLY DISAPPEAR?

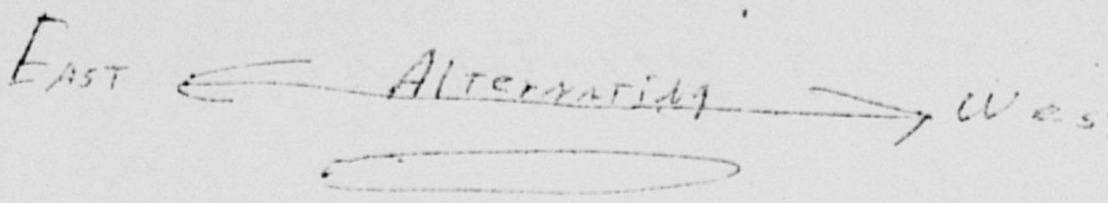
The LAST I SAW of iT. IT APPeared to be Hovering over the ground APPROX 1000 FT Above ground. You could see Agreen Light for Abaut 15 Minutes The Light seem to be getting smaller until you couldnt see it.

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.

Right before the B-52 WAS Seen. The U.F.O decended gradually behind what could HAVE been trees HARd to SAy Abeut Trees IT WAS so dARK.

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.

I Never could distingush the shape because of the Bright Light. However it seemed To be shaped As A weiner ⬭. This is the best discription I can give, but I am NOT completely sure of the shape.



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.

ESTIMATING 1/3 would be covered by 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		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 TO 150 MPH
Speed Varied From Time To Time

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 2 - 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.

3 CARS with Bright Lights All over them.

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] Airmen with Another Name not Known

24. [redacted] THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME [redacted]

ADDRESS (Street, City, State and Zip Code) [redacted] Minot AFB No. Dak 58701

TE[redacted] number)

AGE				
20	✓	MALE		FEMALE

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

Security Policeman
742nd SMS - November Flight
Security Alert Team Leader

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

NAME Sgt. James Board DAY 24 MONTH Oct YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 25 MONTH Oct YEAR 68

(1)

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.)*

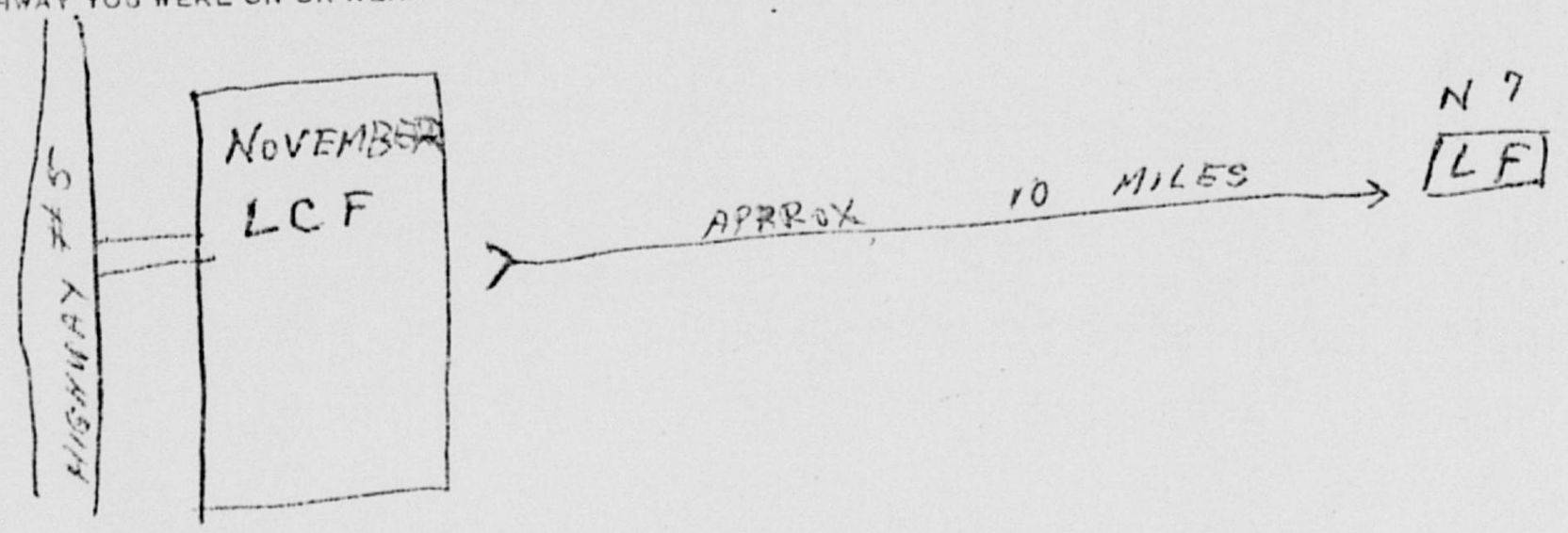
1. WHEN DID YOU SEE THE PHENOMENON? DAY 24 MONTH ~~NOV~~ OCT YEAR 68

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? HOUR 0308 MINUTES 08 ☒ A.M. ☐ P.M.

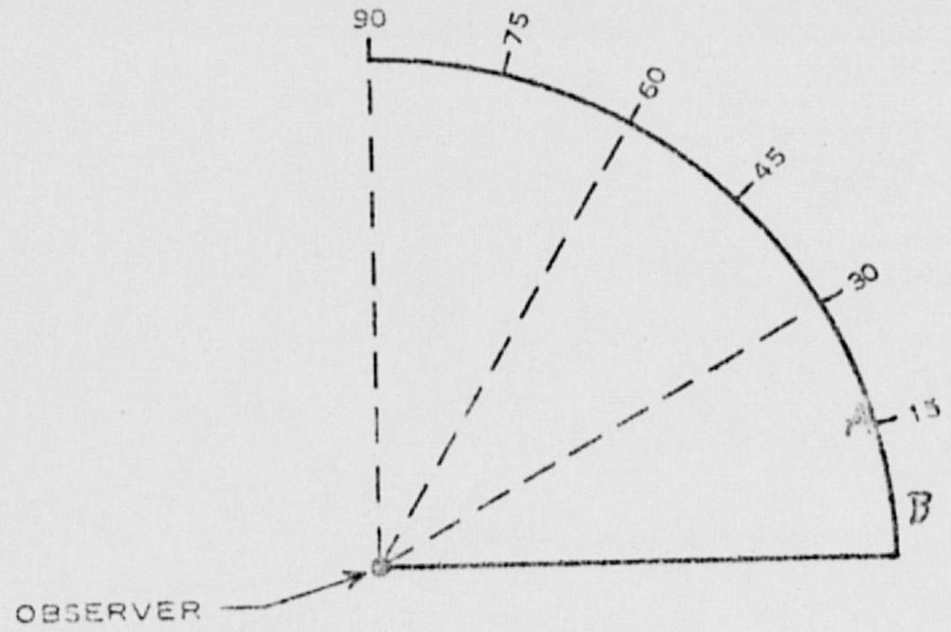
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 0500 MINUTES ____ ☒ A.M. ☐ P.M.

4. TIME/ZONE ☒ 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.

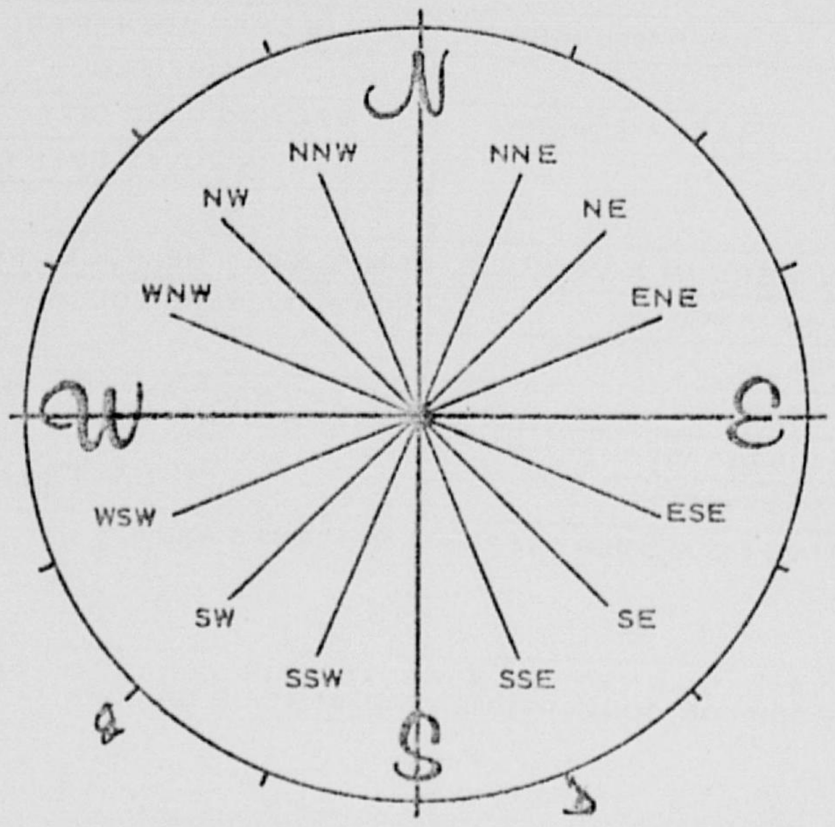


6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

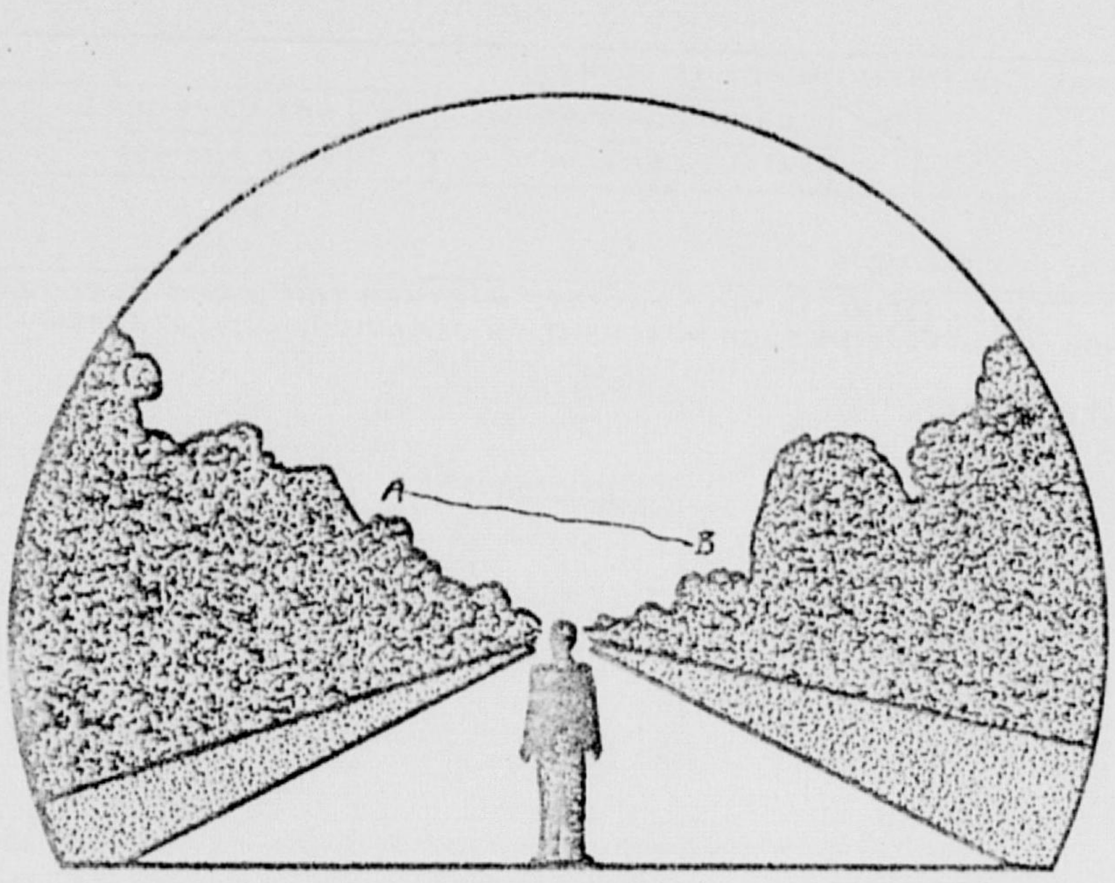


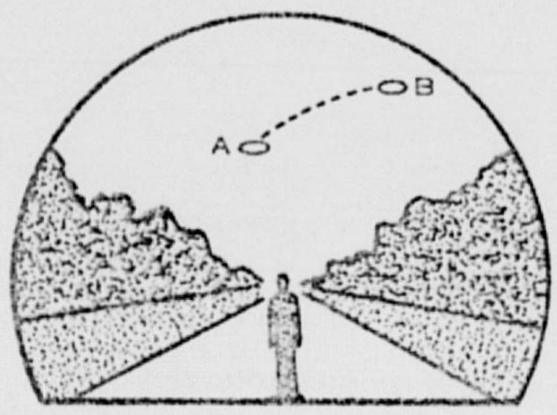
AF FORM AUG 67 117

8A. 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.)*

X	OUTDOORS		IN BUSINESS SECTION OF CITY
	IN BUILDING		IN RESIDENTIAL SECTION OF CITY
	IN CAR ☐ AS DRIVER ☐ AS PASSENGER	X	IN OPEN COUNTRYSIDE
	IN BOAT		NEAR AIRFIELD
	IN AIRPLANE ☐ AS PILOT ☐ AS PASSENGER		FLYING OVER CITY
	OTHER		FLYING OVER OPEN COUNTRY
			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				
2 HRS 26. MINUTES	X	CERTAIN OF TIME		NOT VERY SURE
		FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

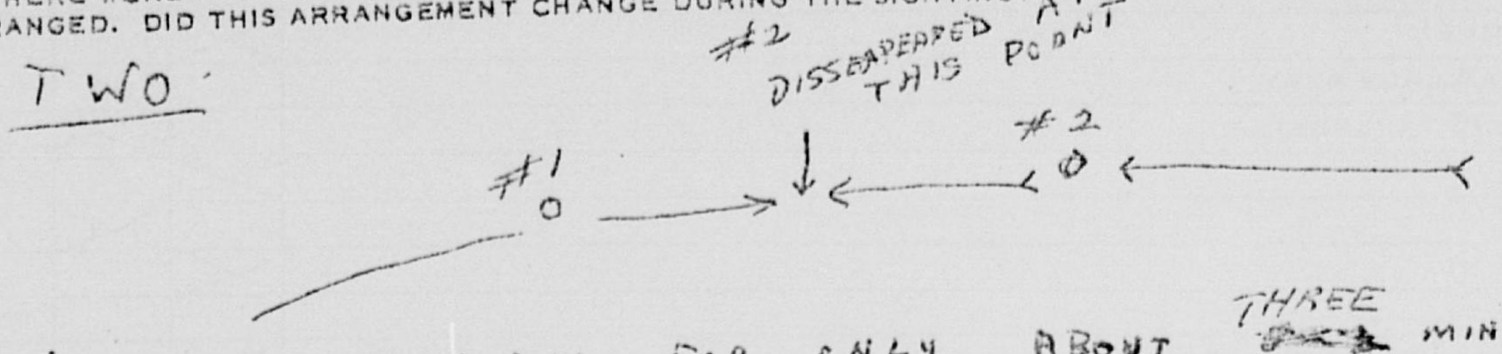
BY AN EIGHT DAY CLOCK.

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.

MOVEMENT OF PHENOMENON.

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?

TWO



#2 WAS IN VIEW FOR ONLY ABOUT THREE ~~2~~ MINUTES.

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY

	DAY
	TWILIGHT
X	NIGHT
X	CLEAR
	PARTLY CLOUDY
	COMPLETELY OVERCAST

B. WEATHER

	CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
			LIGHT RAIN OR DRIZZLE
	NIMBUS CLOUDS *(Rain)*		HAIL
	CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
			UNKNOWN
	HAZE OR SMOG	X	NONE OF THE ABOVE

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

(1) STARS

	NONE
X	A FEW
	MANY
	UNKNOWN

(2) MOON

	BRIGHT MOONLIGHT	NO MOONLIGHT
	MOON WITH HALO	X UNKNOWN
	MOON HIDDEN BY CLOUDS	
	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)*
	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.

TOWN OF MOHALL

DISTANCE TO MAJOR LIGHT SOURCE WAS ABOUT 4 MILES.

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.

1. OBJECT WAS LIGHT, BUT SHAPE COULDNT BE DETERMINED.
2. APPEARED TO BE SELF LUMINOUS.
3. APPEARED TO BE SOLID.
4. EDGES APPEARED TO BE FUZZY.
5. APPEARED ~~AS~~ A POINT OF LIGHT.
6.

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?

ATTENTION WAS FIRST CALLED BY A MAINTENANCE TEAM AT THE LAUNCH FACILITY.

A. HOW DID IT FINALLY DISAPPEAR?

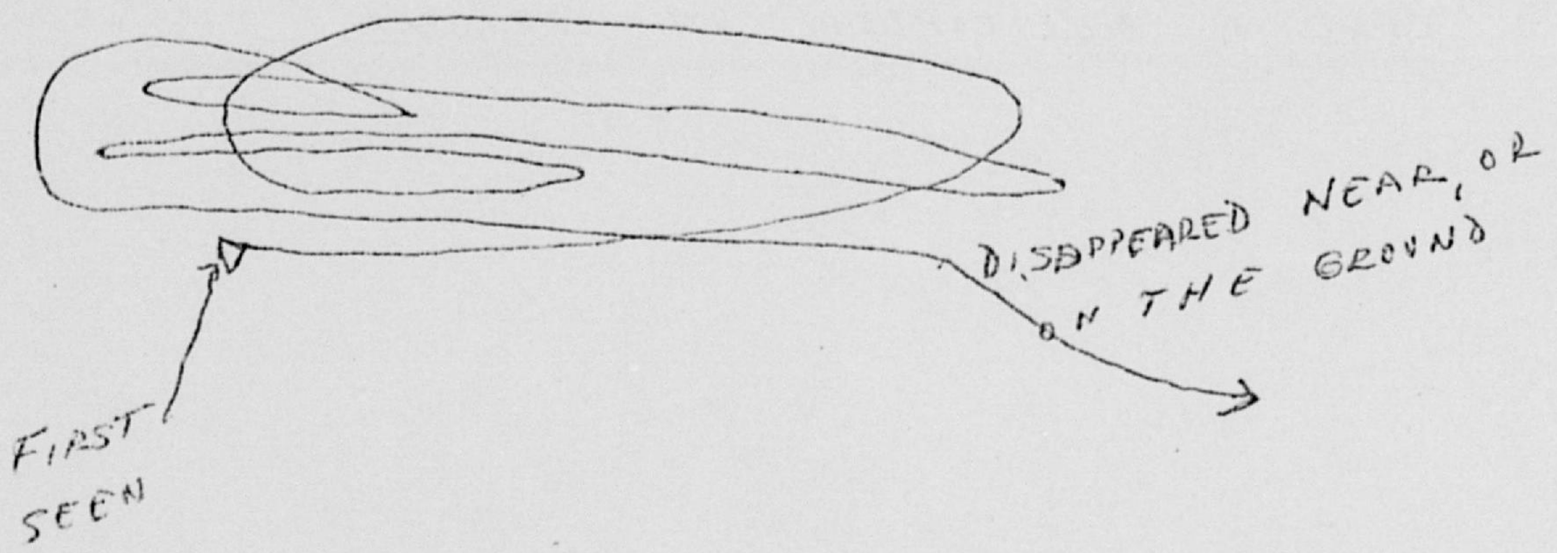
APPEARED TO LAND AND SLOWLY CHANGED TO A DIM GREEN, AFTER ABOUT 15 MINUTES IT DISAPPEARED. (GRADUALLY).

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.

NO SHAPE COULD BE SEEN AND IT MOVED IN DIRECTIONS INDICATED BELOW.



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.

A MATCH HEAD WOULD HAVE BEEN COVERED.

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		BINOCULARS
	WINDSHIELD		TELESCOPE
	SIDE WINDOW OF VEHICLE		THEODOLITE
	WINDOWPANE		OTHER NONE.

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 COULD NOT ESTIMATE.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 10-12 MILES.

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.

OBJECT APPEARED ABOUT THE SAME AS LANDING LIGHTS ON AIRCRAFT (B-52 DIVIRTED TO AREA) EXCEPT FOR FLASHING RED LIGHTS ON B-52. THE OBJECT ACTED LIKE A HELICOPTER IN FLIGHT.

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.

OF THE COAST OF ALASKA (1956) + OKINAWA. (1965)

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

AIC. [redacted] (82ND SPS. MINOT AFB)
AIC [redacted] (" " " ")

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME

[redacted]

ADDRESS (Street, City, State and Zip Code)

[redacted] MAFB. NORTH DAKOTA 58701

TELEPHONE (Area code and number)	AGE		MALE		FEMALE
[redacted]	30	X			

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

SECURITY Police MAN

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

NAME SSGT NEAL SSGT UNDERHILL (WSC) DAY 14 MONTH ~~NOV~~ OCT YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 26 MONTH ~~NOV~~ OCT YEAR 68

(2)

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R258

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.)*

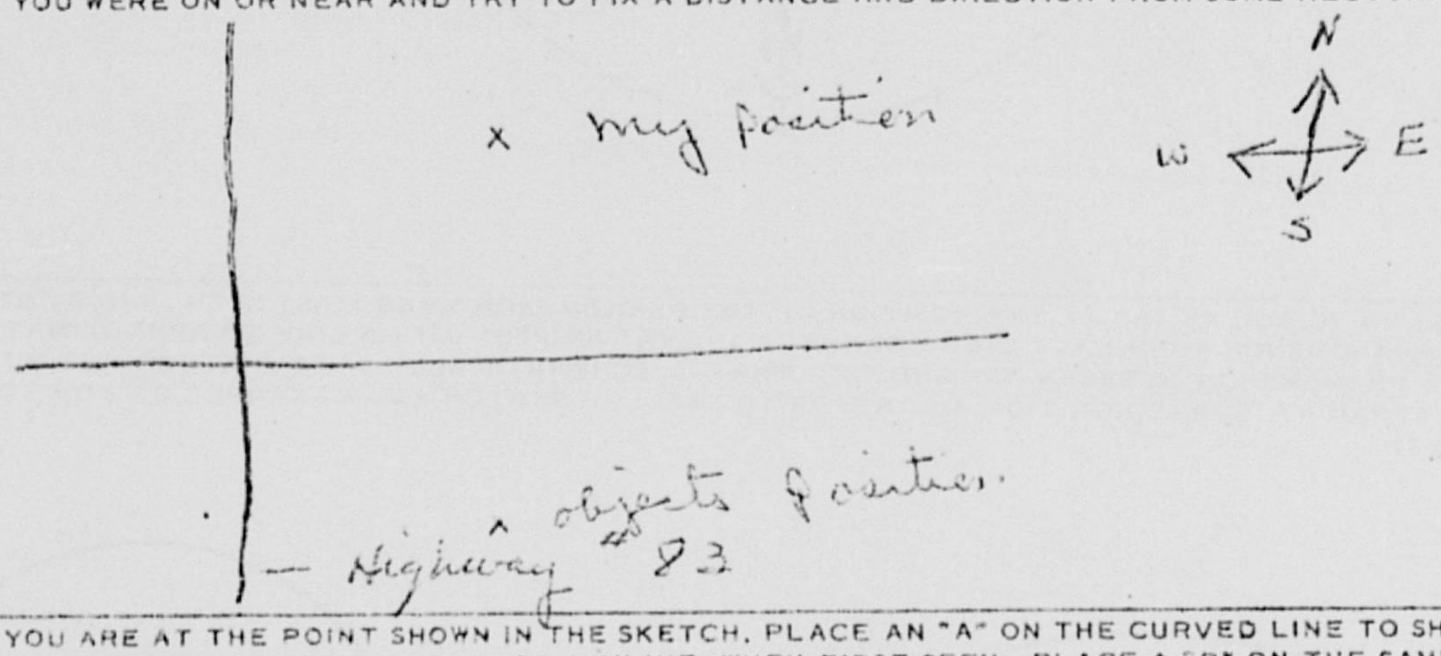
1. WHEN DID YOU SEE THE PHENOMENON?
DAY 24 MONTH oct YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON?
HOUR 03 - MINUTES 30 ☒ A.M. ☐ P.M.

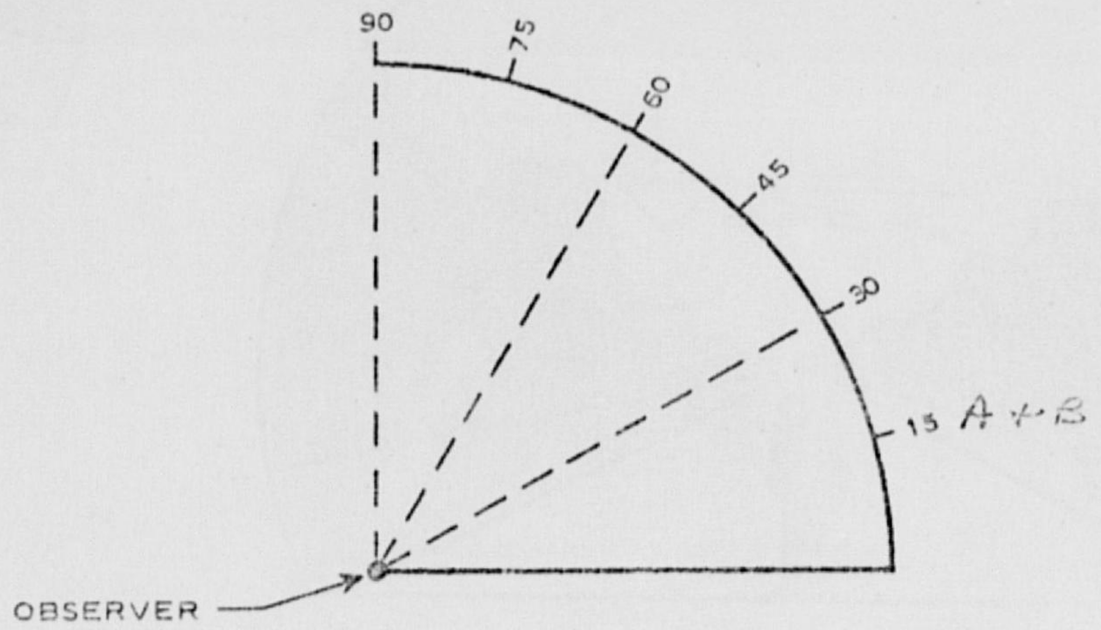
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON?
HOUR 04 - MINUTES 15 ☒ A.M. ☐ P.M.

4. TIME/ZONE ☒ 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.

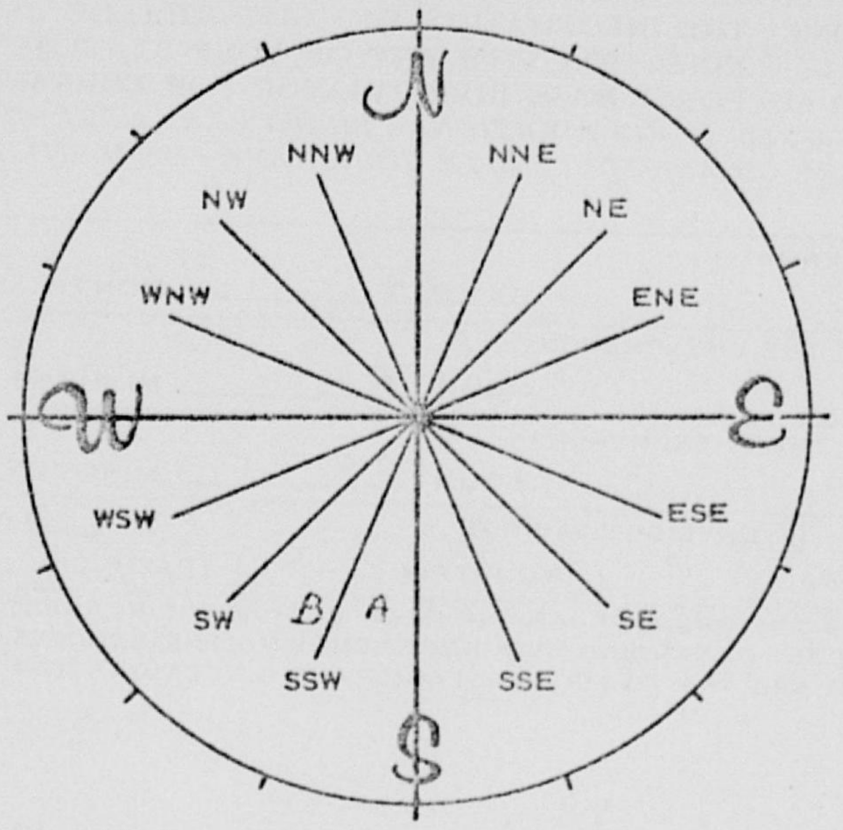


6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

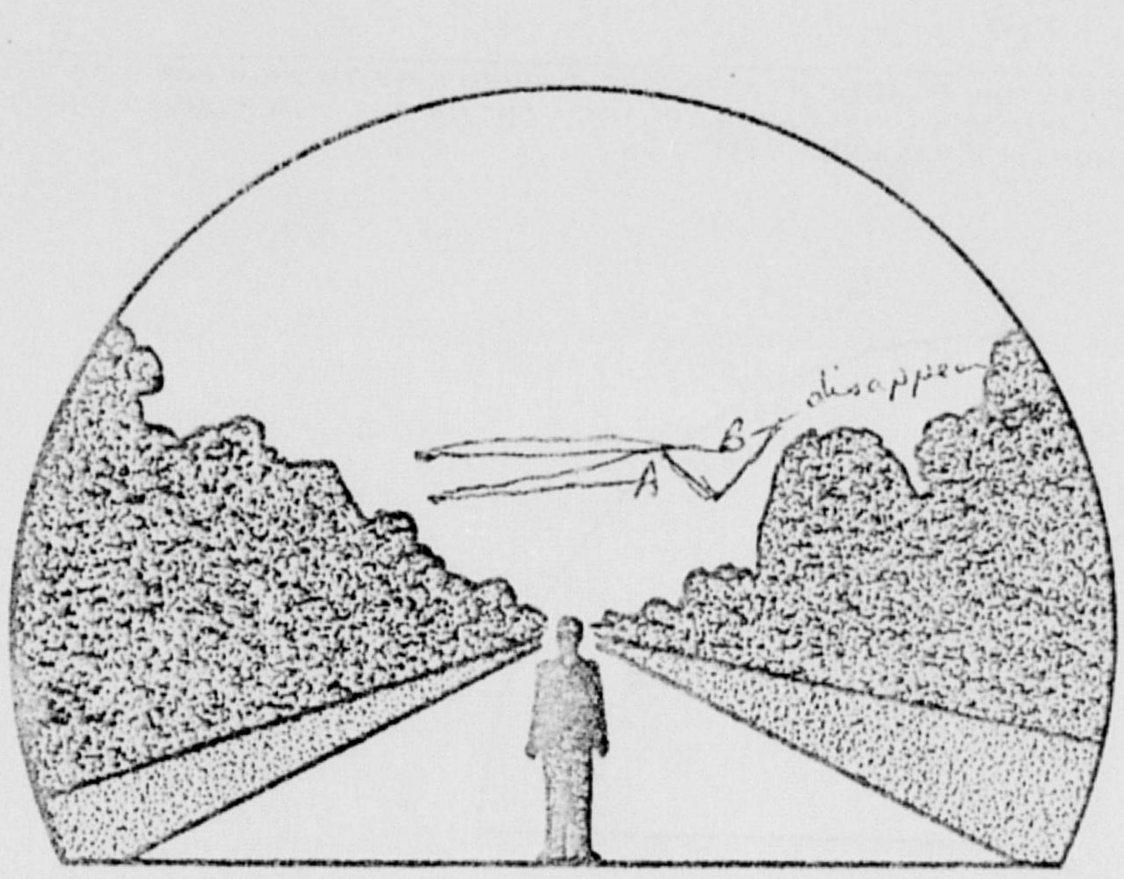


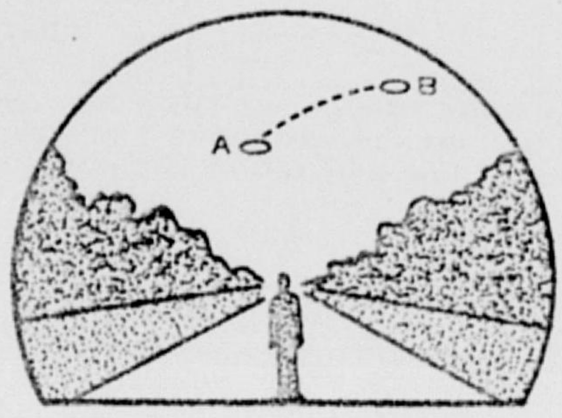
AF FORM AUG 67 117

8A. 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.)*

X	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
			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				
off and on 1 hr 15 minutes		CERTAIN OF TIME		NOT VERY SURE
	X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

Clock

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.

This was not due to my movement but the movement of the Phenomenon.
The movement was steady and smoothe rising slightly. It would disappear completely at times then at times would just fade or dim.

Clouds obscuring

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

X	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
			OTHER

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

WHAT DIRECTION WERE YOU MOVING?

	NORTH		EAST
	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? ☐ 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

off and on 1 hr 15 minutes

	CERTAIN OF TIME		NOT VERY SURE
X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED?

Clock

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.

This was not due to my movement but the movement of the phenomenon.
The movement was steady and smooth rising slightly. It would disappear completely at times then at times would just fade or dim.

clouds obscuring

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

Security Lighting

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 phenomenon appeared to me to be of a reddish, burnt orange I saw it fade and change as a star might twinkle. I also noticed a slight tint of green. Burnt orange (reddish) was the dominant color. The object appeared as though a star would appear on a clear bright (a large star). No edges were visible from my position. on the change.

SIRIUS brightest celestial obj. in sky at the time

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?

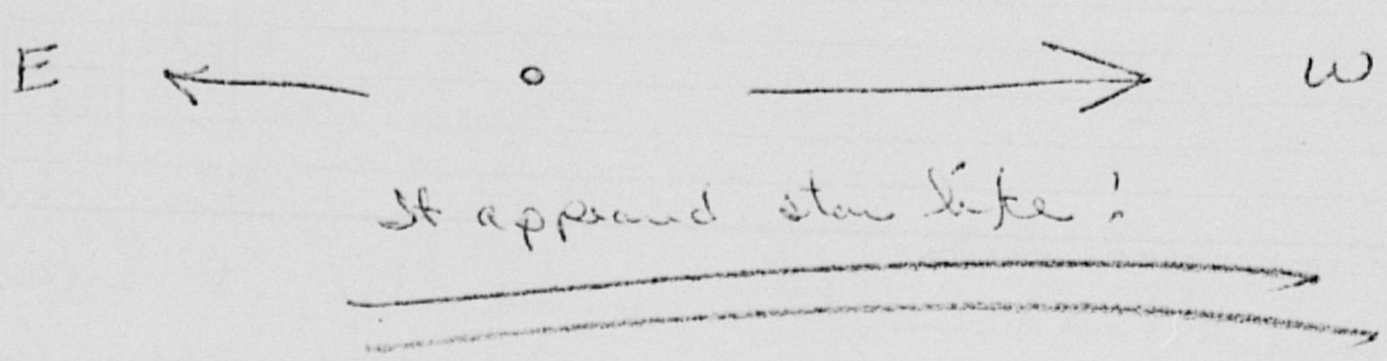
I was notified it had been seen in an adjacent area. I alerted my sentrys. The object was first seen in the southern part of my area by a posted sentry. I directed my gaze south of my position & saw the object (about 15 minutes after my sentry sighted it.

A. HOW DID IT FINALLY DISAPPEAR?

It was visible one moment & just Vanished!

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		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 95 kts.

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

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.

The object resembled the planet Mars as it is while rising on the horizon. It was similar in color and size. One difference was that it would fade (color) from view.

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

AFT [redacted]
A1C [redacted]
A1C [redacted]

BKS [redacted] Minot AFB N.D.
BKS [redacted] Minot AFB N.D.
(Phone Ext [redacted])

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST NAME, FIRST NAME, MIDDLE NAME [redacted]

ADDRESS (Street, City, State and Zip Code) [redacted] Minot AFB N.D. 58701

TELEPHONE (Area code and number)	AGE				
(58.1) area code [redacted]	27	X	MALE		FEMALE

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

(USAF)
SSgT - Security Police - Flight Security Controller

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

(WSC)
NAME Sgt Bowles DAY 24 MONTH Oct YEAR 67

25. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 26 MONTH Oct YEAR 67

(3)

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R258

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 24 MONTH Oct YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? should be 0335 CDT? HOUR 04 MINUTES 30 ☒ A.M. ☐ P.M.

3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 04 MINUTES 35 ☒ A.M. ☐ P.M.

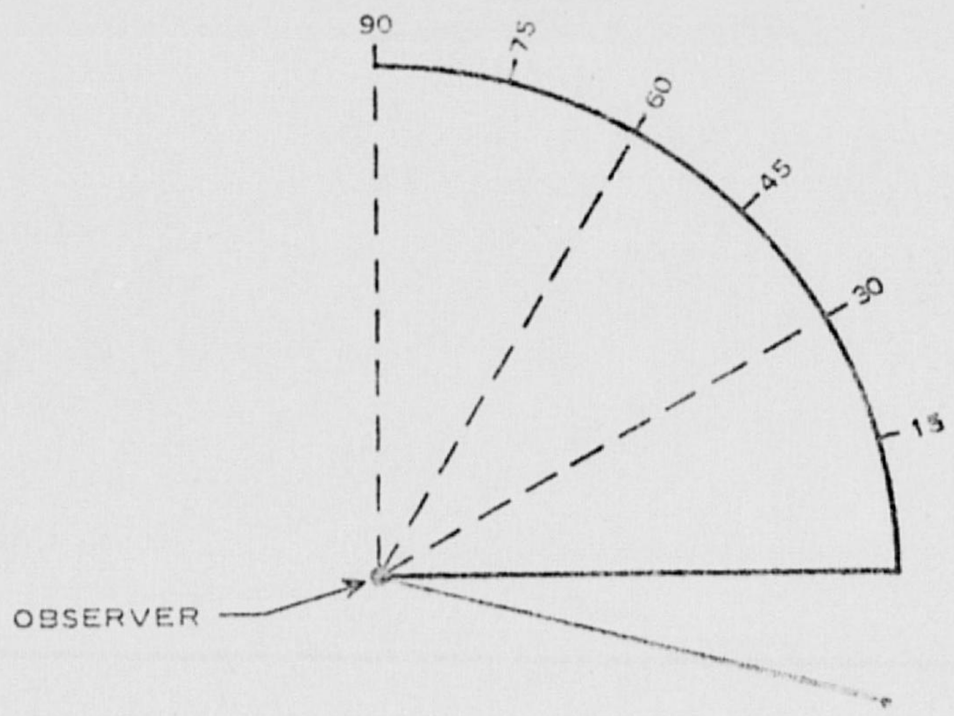
4. TIME/ZONE ☐ DAYLIGHT SAVINGS ☐ STANDARD
☐ EASTERN ☒ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER

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.

northeast of minot afb, n.d., 10 miles at an altitude of 3200 ft msl.

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.

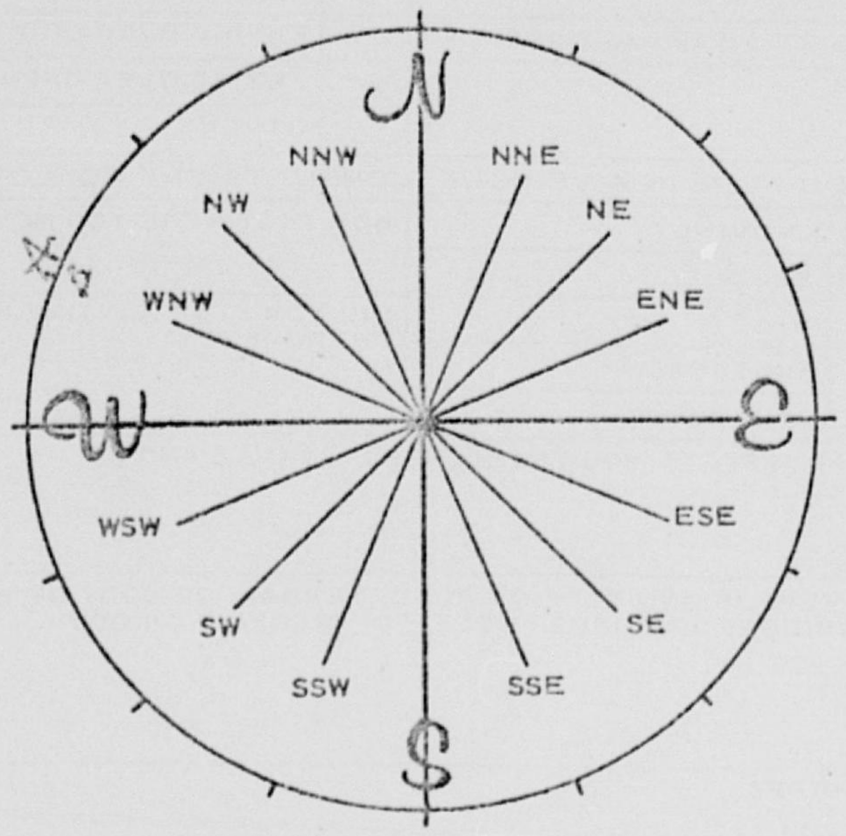
N/A



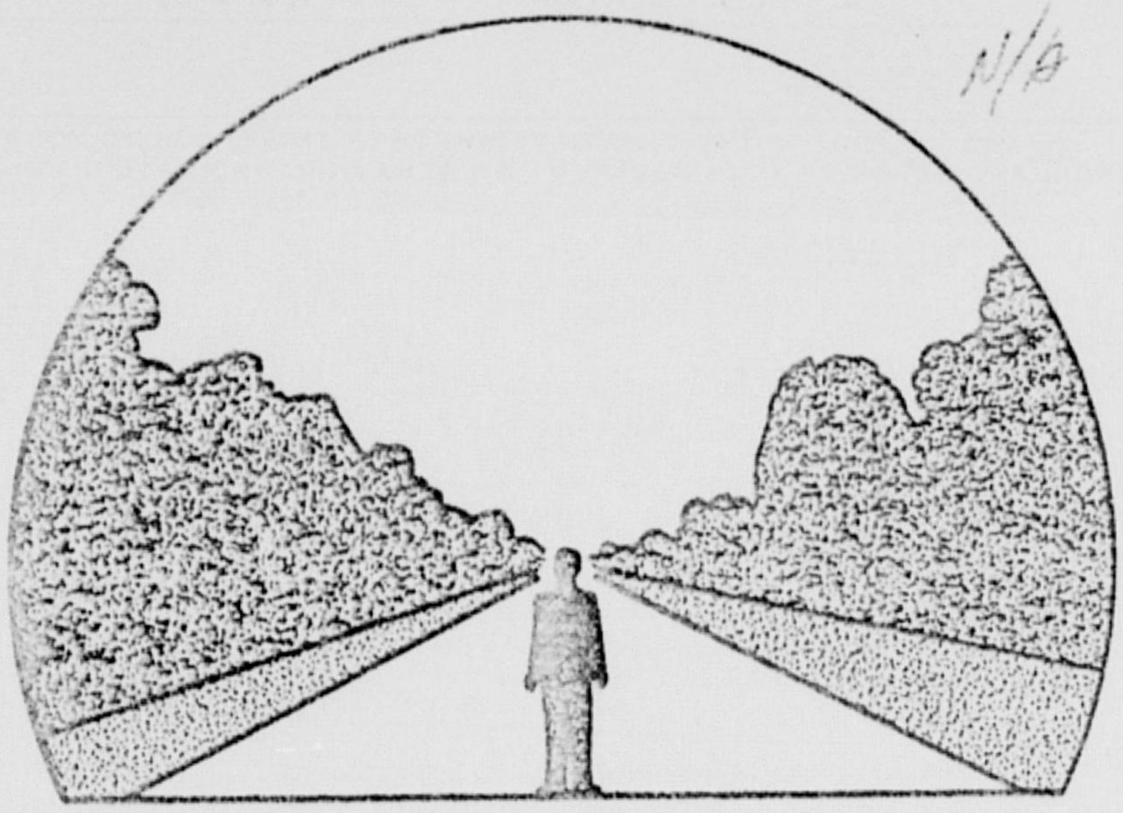
AF FORM AUG 67 117

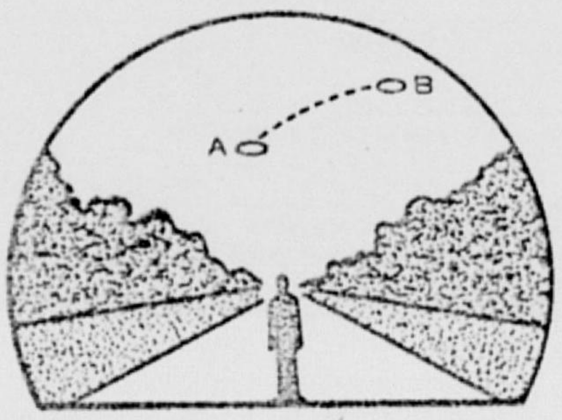
Transcribe w/ Tourhy
Pilot made 1 fly
by, 12 Oct, 05 Local Time
Appears to be
mistake

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

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

WHAT DIRECTION WERE YOU MOVING?

	NORTH		EAST
	SOUTH		WEST
	NORTHEAST		SOUTHEAST
	NORTHWEST		SOUTHWEST

HOW FAST WERE YOU MOVING?

DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON? ☐ 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 5 mins

	CERTAIN OF TIME		NOT VERY SURE
X	FAIRLY CERTAIN		JUST A GUESS

HOW WAS TIME DETERMINED? by Clock

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?

N/A

11. CONDITIONS *(Check appropriate blocks.)*

A. SKY		B. WEATHER			
	DAY		CUMULUS CLOUDS *(Low fluffy)*		FOG OR MIST
	TWILIGHT		CIRRUS CLOUDS *(High fleecy or Herring-bone)*		HEAVY RAIN
X	NIGHT				LIGHT RAIN OR DRIZZLE
	CLEAR		NIMBUS CLOUDS *(Rain)*		HAIL
	PARTLY CLOUDY		CUMULONIMBUS CLOUDS *(Thunderstorms)*		SNOW OR SLEET
	COMPLETELY OVERCAST				UNKNOWN
			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	X NO MOONLIGHT
	A FEW		MOON WITH HALO	UNKNOWN
X	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? N/A

	IN FRONT OF YOU N/A		TO YOUR RIGHT		OVERHEAD *(Near noon)*
	IN BACK OF YOU N/A		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.

Outer Stars

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.

As I turned on to Brown Wind Rd in the traffic pattern I saw a bright orange ball of light at my one O'clock position. It appeared to be about 15 miles away, and either on the ground or just slightly above the ground. The light remained stationary as we flew toward it. I turned onto base leg about one mile to the South of the light and was above it. The light did not move during this time.

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	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?

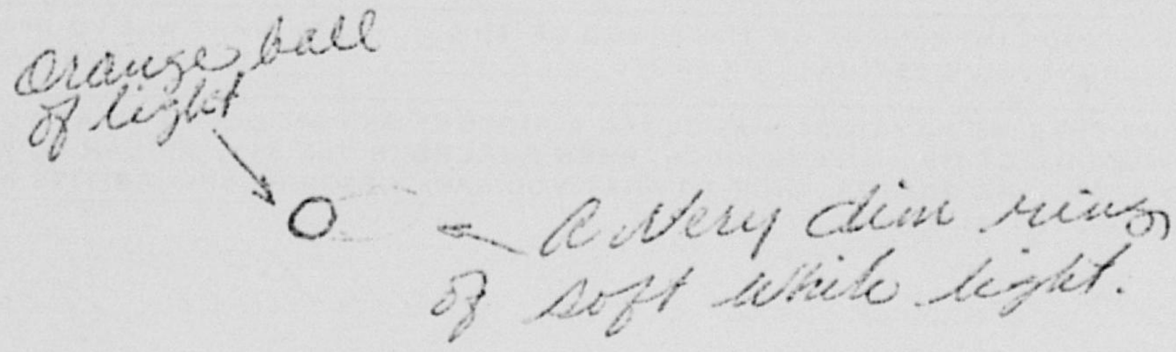
The unusually bright light d lead anyone seen at night in this area.

A. HOW DID IT FINALLY DISAPPEAR?

It turned the aircraft to position it for final landing.

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.



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.

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		BINOCULARS
X	WINDSHIELD B-52H		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 Above.

19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 15 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.

It looked like a miniature sun placed on the ground. below the aircraft.

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.

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

Capt. Bradford Lawyer

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LAST [redacted]

ADDRESS (Current) Minot AFB, N.D.

	AGE		MALE		FEMALE
[redacted]	37	X			

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

occupation - Pilot with 13 years flying experience

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

NAME Base Operations Minot AFB N.D. DAY 24 MONTH Oct YEAR 1968

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.

DAY 30 MONTH Oct 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.

See Page 4

SGT (NYLIE

NNNN

RR YSNKRA

DE YSNKAH 23 3062015

R 012014Z

FM AFSSO FTD

TO SSO SAC

ZEM

UNCLAS E F T O TDPT

TO COL PULLEN SSO SAC. FROM LT COL QUINTANILLA

REFERENCE OUR TELECON WITH REGARDS TO MINOT AFB UFO'S. IT IS MY FEELINGS, AFTER REVIEWING PRELIMINARY INFORMATION SUBMITTED BY MONOT, THAT UFO PAINTED BY B-52 ON RADAR AND ALSO OBSERVED VISUALLY BY IP AND PERSONNEL ON GROUND IS MOST PROBABLY A PLASMA OF THE BALL-LIGHTNING CLASS. PLASMAS OF THIS TYPE WILL PAINT ON RADAR AND ALSO AFFECT SOME ELECTRONIC EQUIPMENT AT CERTAIN FREQUENCIES. PLASMAS ARE NOT UNCOMMON, HOWEVER, THEY ARE UNIQUE AND EXTREMLY DIFFICULT TO DUPLICATE IN THE LABORATORY. ALSO BECAUSE OF TIME DURATIONS, FEEL STRONGLY THAT SOME SECURITY GUARDS AND MAINTENANCE CREW WERE OBSERVING SOME FIRST MAGNITUDE CELESTIAL BODIES WHICH WERE GREATLY MAGNIFIED BY THE INVERSION LAYER AND HAZE WHICH WAS PRESENT AT MINOT DURING THE TIME OF THE UFO OBSERVATIONS.

DO NOT CONSIDER THE PHYSICAL VIOLATION OF THE LOCK AS BEING RELATED IN ANY WAY WITH UFO'S.

I CONSIDER THE UFO REPORTS AS FAIRLY ROUTINE, EXCEPT FOR THE PLASMA OBSERVATION WHICH IS INTERESTING FROM A SCIENTIFIC POINT OF VIEW.

WE WILL STUDY THIS REPORT IN MORE DETAIL WHEN WE RECEIVE THE RAW DATA FROM MINOT.

315

88177

NNNN

UFO

RECEIVED
7 Nov 66 16 17 Z
AFSSO FTD

ZCZCNKA488RAA766

RR YSNKAH

DE YSNKRA 16 3121548

R 071540Z

FM SSO SAC

TO AFSSO FTD/TDP/TDPT/TDPI

ZEM

UNCLAS E F T O DDI

REFERENCE YOUR TDPT MESSAGE REGARDING MINOT AFB

UFO. SAC COMMANDER AND STAFF ARE EXREMELY INTERESTED

IN THIS ITEM. REQUEST A COPY OF YOUR REPORT OF THIS

INCIFNI BE FORWARDED THIS HEADQUARTERS AS SOON AS

POSSIBLE. IF ANY DIFFICULTY IS

ENCOUNTERED SECURING RAW DATA OR ASSISTANCE FROM

MINOT. PLEASE ADVISE. YOUR EXPEDITIOUS HANDLING OF

THIS INCIDENT IS APPRECIATED.

090

TDP
ACTION TDPT
INFO TDPI

MEMO FOR THE RECORD 8 November 1968

Subj: Minot AFB Sightings

On 8 November 1968, in the afternoon, several calls were placed to Col Werlich at Minot AFB at 897-1850 ext 3020 and 2231. However, we could not get an answer. Lt Marano wanted to ask him about the weather radar.

TDPT (UFO)

13 NOV 1968

UFO Observation, 24 October 1968

Special Security Office (SAC)

1. Reference SSO message 071540Z, with regards to evaluations of UFO reports from Minot AFB. The following conclusions have been reached after a thorough study of the data submitted to the Foreign Technology Division. The ground visual sightings appear to be of the star Sirius and the B-52 which was flying in the area. The B-52 radar contact and the temporary loss of UHF transmission could be attributed to a plasma similar to ball lightning. The air visual from the B-52 could be the star Vega which was on the horizon at the time, or it could be a light on the ground, or possibly a plasma. The physical violation of the lock of OSCAR 7 does not seem to be related to UFOs in any way.

2. No further investigation by the Foreign Technology Division is contemplated. For your information we are attaching a copy of the sequence of events, a resume of the sightings and a discussion of the background information.

FOR THE COMMANDER

HECTOR QUINTANILLA, Jr; Lt Colonel, USAF
Chief, Aerial Phenomena Branch
Aerospace Technologies Division
Production Directorate

3 Atch
1. Sequence of Events
2. Resume of Sightings
3. Discussion of Background
w/3 Atch

Cy to: USAF (SAFOICC)

862 Combat Support Group
Minot AFB, North Dakota

TDPT (UFO) OFFICIAL FILE CY

SEQUENCE OF EVENTS

0030	Airman Isley sighted light in the east (117)
0230	A1C O'Conner sighted bright light (117)
	SSgt Smith sighted bright star light (117)
0308	SSgt Bond, A1C Adams, A1C Jablonski sighted light in SSE (Ltr fm Lt Col Werlich & 117s)
0320	SSgt Smith, A1C Bajgiar, A1C Vennedall sight UFO (Ltr fm Lt Col Werlich)
0324	SSgt Wagla, A1C Allis, A1C Derr sight UFO (Ltr fm Lt Col Werlich)
0325	SSgt Halko, A1C Jenkins, A1C Richardson sight UFO (Ltr fm Lt Col Werlich)
0335	B-52 on heading 290° asked to look for orange light 15 to 16 miles at 1 o'clock position (reply affirmative?) "A/C roger I see a . . . (garbled)" (Transcript from tape)
0345	A1C O'Conner no longer sees light (117)
0352	B-52 in haze. Weathers radar places object three miles at 1 o'clock. B-52 cannot see. (Transcript of tape)
0358	B-52 loses transmission to tower. (Transcript of tape)
between 0400-0402	B-52 regains ability to transmit. (Transcript of tape)
0406:15	B-52 scope photos start (scope photo)
0406:51	B-52 scope photos end (scope photo)
0413	Controller tells 52 that missile site personnel advise that they don't see anything any more.
0415	SSgt Smith last sighted light (117)
0417	A/C requests final to touchdown at 0440 (Transcript of tape)

Atch #1

0428 A/C on final for landing (Transcript of tape)

0435 Pilot turns on base leg for final landing and is observing unidentified orange light. (Transcript of tape)

0500 SSgt Bond no longer sees light (117)

0518 A1C Adams no longer sees light (117)

A1C Jablonski no longer sees light (117)

RESUME

Airman Isley stated that he observed the object from 0030 to 0430, for 3½ to 4 hours. It was seen south of his position, first being seen in the east and disappearing in the southeast. The lights looked like the lights of a jet aircraft and it came within hearing distance twice. The sound was that of jet engines. During the period of observation it went out of sight a few times and then reappeared. At one time he sighted two objects. Also sighted B-52 on its first pass.

A1C O'Conner, who was with Airman Isley, stated that he saw the UFO from 0230 to 0345 hours. (No explanation for conflict in duration.) The light was seen moving in various directions in the southern skies. The object appeared as a self-luminous big ball of white light that seemed to change to a green light, then later to a dim amber color. Heard a noise similar to that of a jet aircraft. A B-52 in the area was asked to check out the sighting and was seen west of the object. The object did not appear again after the B-52 made its first pass (52 made pass at about 0335 hours).

A1C Jablonski, who was dispatched by SSgt Bond to November 1 with Airman Isley and A1C O'Conner, reported that he sighted the object for two hours off and on. The object was self luminous with glowing orange-red, white, and greenish alternating and at times

Atch #2

combinations could be seen. When first dispatched, sighted another object exactly the same as that which appeared out of the east and moved toward the other. A B-52 was diverted to the general area. First seen and heard about 35 minutes after first sighting of object. Object stayed basically to the southeast, while B-52 was in southwesterly position.

A1C Adams, who was dispatched with A1C Jablonski, also stated that he sighted the object for about two hours in the southern skies. The UFO seemed to assume a stationary position, first in a hovering position, then it would speed up. The reddish orange light kept changing white and occasionally green. B-52 bomber heard approximately 45 minutes after seeing UFO. B-52 west and much higher than UFO.

SSgt Bond sighted the object in the southern skies for two hours twenty-six minutes. The UFO appeared as a point of light. It appeared about the same as landing lights on the B-52 which was diverted to the area, except for the flashing red lights on the B-52.

SSgt Smith sighted the UFO from 0230 to 0415 hours. It was seen primarily in the south-southwest off and on for 1 hour 15 minutes. The object appeared as though a star would appear on the horizon on a clear night. The phenomenon appeared to be a reddish burnt orange. SSgt Smith saw it fade and change as a star might twinkle.

He also noticed a slight hint of green. The object resembled the planet Mars, in color and size, as it rises on the horizon.

Major Partin, the pilot of the B-52, visually sighted an unidentified light from 0430 till 0435 hours local. It appeared as a bright orange ball of light about 15 miles away in the west-northwest, and was either on the ground or slightly above the ground. The light remained stationary as he flew toward it. He turned onto base leg about one mile south of the light and was above it. The light did not move during this time.

No detailed information was submitted to this office relative to the sightings of A1C Bajgiar, A1C Vennedall, SSgt Wagla, A1C Allis, A1C Derr, SSgt Halko, A1C Jenkins, and A1C Richardson. Nor was any information submitted with regards to the possible visual observation by aircraft at 0335 hours local, radar paint by weathers radar at 0352, or exact time when the B-52 first entered the area of the sightings.

DISCUSSION OF BACKGROUND INFORMATION

Weather conditions were such that there was haze and scattered clouds in the area of the sighting. There was also a temperature inversion at the 2 - 5,000 ft altitude level. Stars could be seen and this was indicated in all the AF Forms 117 submitted to Wright-Patterson Air Force Base.

A.

1. Sirius was the brightest astronomical object in the skies during the period of the sightings. It has a stellar magnitude of -1.58, has characteristic colors of blue-red-white-green, and would have been visible in the southeastern sky during most of the sightings. (See Atch #1)

2. The scintillation of Sirius would have been increased by the temperature inversion.

3. Common celestial objects when seen through haze are often misinterpreted. (See Atch #2)

4. Clouds passing in front of the star would have caused it to disappear and then reappear.

5. Stationary lights when seen against a black background can appear to move. This process is called autokinesis. (See Atch #3)

B.

1. Initial report indicated a simultaneous ground visual and air visual at about 0335 local. This was not substantiated by the pilot's form 117. The pilot indicated he sighted an unidentified light at about 0435 local.

2. The B-52 arrived in the area on a 50 nautical mile radius clearance and began various maneuvers including a vertical "S" pattern. This took place at almost the same time as the first ground sighting. It is entirely possible that the initial sighting and the subsequent activities of the object were in fact the B-52 accomplishing upper airwork. Later sightings of bright lights and flashing green and white lights, accompanied by a low jet engine sound, correlate with the B-52 making a VOR penetration, low approach, and missed approach. Portions of the maneuver are accomplished with the aircraft landing lights on. The haze layered cloud conditions could have diffused light sources and made identification difficult (ref TWX from Lt Col Werlich).

3. At 0435 local, the pilot of the B-52 sighted a bright light in the west-northwest on or near the ground. At 0435 Vega was on the horizon at azimuth 345 degrees.

C.

1. Plasmas can effect electrical equipment and can also be painted on radar.

2. Plasmas, such as ball lightning, can occur in clear weather as well as stormy weather.

3. Plasmas, such as ball lightning, can be seen visually and appear as a fiery ball. The most common colors are red, orange, yellow, blue and white.

4. Aurora Borealis is quite often seen from Minot AFB at this time of the year and is an electrical atmospheric phenomenon.

AT 0300 hours local 24 October 1968

	AZIMUTH	ELEVATION
Regulus	78	10
Capella	85	80
Castor	88	50
Pollux	91	45
Procyon	112	30
Betelgeuse	138	47
Sirius	138	28
Rigel	158	35
Allebaran	164	60
Aries	235	48
Deneb	315	22
Vega	331	4

AT 0400 HOURS LOCAL, 24 OCTOBER 1968

Mars	83	at horizon
Jupiter	82	just below horizon
Regulus	89	20
Capella		90
Castor	91	58
Pollux	106	55
Procyon	126	37
Sirius	152	24
Betelgeuse	159	50
Rigel	175	35
Aldebaran	190	80
Aries	251	47
Deneb	324	15
Vega	341	at horizon

Atch 3-1

STAR HUNTING IN THE NORTHERN HEMISPHERE

A List Of Prominent Stars In Order Of Brightness

Star Name	Star-position (Right Ascension/Declination)	Color	Magnitude
Sirius	6 hours, 42.9 mins./ −16° 39'	Blue-white/white-green	−1.58
Vega	18 hours, 35.2 mins./ +38° 44'	Blue-white	+0.14
Capella	5 hours, 13 mins./ +45° 57'	Yellow	+0.21
Arcturus	14 hours, 13.4 mins./ +19° 27'	Orange to yellowish	+0.24
Rigel	5 hours, 12.1 mins./ −8° 15'	Blue-white	+0.34
Procyon	7 hours, 36.7 mins./ +5° 21'	Yellowish-white	+0.48
Altair	19 hours, 48.3 mins./ +8° 44'	Yellowish-white	+0.89
Betelgeuse	5 hours, 52.5 mins./ +7° 24'	Red	+0.92
Aldebaran	4 hours, 33 mins./ +16° 25'	Orange to reddish	+1.06
Pollux	7 hours, 42.3 mins./ +28° 9'	Yellow	+1.21
Spica	13 hours, 22.6 mins./ −10° 54'	Blue	+1.21
Antares	16 hours, 26.3 mins./ −26° 19'	Red	+1.22
Fomalhaut	22 hours, 54.9 mins./ −29° 53'	White	+1.29
Deneb	20 hours, 39.7 mins./ +45° 6'	White	+1.33
Regulus	10 hours, 5.7 mins./ +12° 13'	Blue-white	+1.34
Castor	7 hours, 31.4 mins./ +32°	Green-white	+1.58
Epsilon Ursae Majoris	12 hours, 51.8 mins./ +56° 14'	White	+1.68
Bellatrix	5 hours, 22.4 mins./ +6° 18'	Blue	+1.70
Mira	2 hours, 16.8 mins./ −3° 12'	Red (variable star)	+1.7 to 9.6
Epsilon Orionis	5 hours, 33.7 mins./ −1° 14'	Blue	+1.75
Beta Tauri	5 hours, 23.1 mins./ +28° 34'	Blue-white	+1.78
Alpha Persei	3 hours, 20.7 mins./ +49° 41'	Yellow-white	+1.80
Eta Ursae Majoris	13 hours, 45.6 mins./ +49° 34'	Blue	+1.91
Gamma Geminorum	6 hours, 34.8 mins./ +16° 27'	White	+1.93
Alpha Ursae Majoris	11 hours, 59.7 mins./ +62° 1'	Orange	+1.95
Delta Canis Majoris	7 hours, 6.4 mins./ −26° 19'	Yellow	+1.98
Beta Canis Majoris	6 hours, 20.5 mins./ −17° 56'	Blue	+1.99
Zeta Orionis	5 hours, 38.2 mins./ −1° 58'	Blue	+2.05
Beta Aurigae	5 hours, 56.9 mins./ +44° 57'	White	+2.07
Polaris (Pole Star)	1 hour, 49.8 mins./ +89° 2'	Yellowish	+2.12
Alpha Ophiuchi	17 hours, 32.6 mins./ +12° 36'	White	+2.14
Delta Sagittarii	18 hours, 52.2 mins./ −26° 22'	Blue	+2.14
Alpha Andromedae	0 hours, 5.8 mins./ +28° 49'	White	+2.15
Alpha Hydrae	9 hours, 25.1 mins./ −8° 29'	Orange	+2.16
Mizar	13 hours, 21.9 mins./ +55° 11'	Green-white	+2.16

EXPLANATORY NOTE: Right Ascension on the Celestial Sphere is equivalent to Longitude on Earth; Declination is equivalent to Latitude. A plus (+) sign before Declination indicates north of the Equator; a minus (−) sign means south of the Equator. In terms of magnitudes, minus numbers are indicators of increasing brightness as the numbers grow larger; plus-numbers indicate a decrease in brightness as the numbers grow larger. The degree symbol (°) should be understood by everyone. The symbol for minutes of arc (′) indicates fractions of a degree; each degree is comprised of 60 minutes of arc. "Mins.," of course, is a common abbreviation for "minutes." In the case of Right Ascension, or Celestial Longitude, the minutes are minutes of time and not of arc.

Hunting stars can be [illegible] in several ways: a) by the use of well-aligned setting circles on an equatorial mount, b) by the use of [illegible] (one type is illustrated on the pages of this chapter—the Edmund Star-Finder—which is highly recommended) and finally c) by the use of good star-plotters such as the AccuStar, also pictured in this chapter.