

11874

29 OCT 68 00 07Z

WPB050

PTTEZYUW RUWMADA6076 3030429-EEEE--RUEDFIF.

ZNY EEEEE

P 290428Z OCT 68

FM 862 CMBT SPT GP MINOT AFB NDAK

TO RUWMFVA/ADC ENT AFB COLO

RUWTEMB/WIADIV MALSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEFHQA/CSAF

BT

PRIORITY

PT 101

UNCLAS E F T O BO. SEC 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 SHAPE ON AN 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

SIGHTING WAS A SINGLE RETURN ON THE SCOPE. (5) THE TWO OBJECTS, WHEN TOGETHER DID NOT RESEMBLE A FORMATION AS SUCH. (6) WHEN VIEWED FROM ABOVE BY A B-52 CREW, THE OBJECT HAD A FAINTLY WHITE OBLONG HALO ON 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 MAINTENANCE MEN ENROUTE TO N-7 MISSILE SITE VIA GOVERNMENT VEHICLE. (2) 50 DEGREE ELEVATION (ESTIMATED) AND 95 DEGREE AZIMUTH (ESTIMATED). (3) 15 DEGREE ELEVATION, 130 DEGREE AZIMUTH (BOTH ESTIMATES). (4) THE MAJORITY OF REPORTS PLACE THE OBJECT INITIALLY HIGH IN ELEVATION AND ESE 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) *in the* 2 HOURS, 15 MINUTES. C. MANNER OF OBSERVATION: (1) GROUND-VISUAL, AND AIR ELECTRONICS (ASQ-38 IN STATION KEEPING MODE). (2) NO OPTICAL AIDS USED. (3) B-52H, JAG31. ELECTRONIC SIGHTING DATA: FL200 TO APPROXIMATELY 9,000 FEET, 116 DEGREES MH, 280-230 IAS, MINOT AFB; VISUAL SIGHTING DATA: 3200 FEET MSL, 335 DEGREES MH, APPROXIMATELY 180 IAS. D. TIME AND DATE OF SIGHTING: (1) 24 OCT 68-0800Z (0300 CDT) UNTIL APPROXIMATELY 1015Z (CDT 0515). (2) NIGHT. E. LOCATION OF OBSERVERS. (1) INITIAL GROUND OBSERVERS: 5 MILES NORTH () GRANO. (2) ADDITIONAL GROUND OBSERVERS: 4 MILES WEST OF MOHALL; 4 MILES NORTH

DECLASSIFIED

Authority *AMID-923627*

AND 1 MILE EAST OF RENVILLE: 7 MILES SOUTH OF RENVILLE: 3 MILES WEST AND
2 MILES NORTH OF HARTLAND; 4 MILES SOUTH AND TWO AND ONE HALF MILES
WEST OF TOLLEY. (3) POSITION OF AIRCRAFT DURING AIR-ELECTRONIC OBSER-
VATION: INITIAL SIGHTING POSITION WAS 38 NAUTICAL MILES NW OF THE DEERING

G.

TACAN, 300 DEGREES RADIAL, FL200. RADAR ECHO ACCOMPANIED AIRCRAFT TO
APPROXIMATELY 14 NAUTICAL MILES, 296 RADIAL, APPROXIMATELY 9,000 FEET
MSL. (4) POSITION OF AIRCRAFT DURING VISUAL SIGHTING: 14 NAUTICAL MILES

320 RADIAL OF THE DEERING TACAN AT 3200 FEET MSL. F. IDENTIFYING
INFORMATION ON OBSERVERS: (1) NO KNOWN CIVILIAN OBSERVERS.

PAGE 4 RUWMADA6076 UNCLAS E F T 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, 862ND
SECURITY POLICE SQ, FLIGHT SECURITY CONTROLLER, RELIABLE. (D) GREGORY
ADAMS, A1C, 862ND SECURITY POLICE SQ, SECURITY POLICEMAN, RELIABLE. (E

JOSEPH P. JABLONSKI, A1C, 862ND SECURITY POLICE SQ, SECURITY POLICEMAN,
RELIABLE. (F) WILLIAM E. SMITH JR, SSGT, 862ND 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 OF THESE WAS IN
A POSITION TO CONTRIBUTE ANY PERTINENT INFORMATION. G. WEATHER
AT TIME AND PLACE OF SIGHTINGS: (1) THREE TIME PERIODS ARE
GIVEN TO COVER THE ENTIRE SIGHTING PERIOD: (A) 0255 CDT- RADAR

11,000 FEET BROKEN, 2100 FEET OVERCAST, VISABILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 28, WIND 160 DEGREES. 3 KNOTS, ALTIMETER SETTING 30.14 INCHES, RADAR CLOUD TOPS, BROKEN 19,200 FEET AND OVERCAST 27,700 FEET. (B) 0355 CDT- RADAR 9,000 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 29, WIND 160 DEGREES 4 KNOTS ALTIMETER SETTING 20.12 INCHES, RADAR

PAGE 5 RUWMADA6076 UNCLAS E F T O

CLOUD TOPS, OVERCAST 24,700 FEET. (C) 0455 CDT-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 68	6,000	10,000	16,000	20,000	30,000	50,000	80,000
0800Z	3420	3320	3330	3340	3475	3345	N/A
0900Z	3315	3230	3240	3250	3370	3350	N/A
1000Z	3310	3230	3145	3260	3270	3360	N/A

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

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

NOT VISABLE. I. NO INTERCEPTION ACTION TAKEN. IDENTIFICATION ACTION 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 GRANO, AND REQUESTING A LOCAL B-52 TO BE ON THE ALERT FOR A POSSIBLE UFO. J. NO OTHER AIR TRAFFIC OR BALLONS WERE IN THE

PAGE 6 RUWMADAS076 UNCLAS E F T O

AREA. K. 862 CSG OPERATIONS DIVISION CHIEF, ARTHUR J. WERLICH, LT COL, 862 CSG (BO), AREA CODE 701, EXTENSION 2231, 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. WSC ALSO NOTIFIED THE 91 ST MISSILE WING COMMAND POST AND THE BASE OPERATIONS DISPATCHER. THE BASE OPERATIONS DISPATCHER *did not paint anything* NOTIFIED THE TOWER OPERATOR AND RAPCON AND ARRANGED A PHONE PATCH TO THE VEHICLE. HE 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 JABLONSKI, 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 NAUTIC MILE RADIUS CLEARANCE WITH A BLOCK ALTITUDE OF FL210 TO FL230 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 PENETRATION, LOW APPROACH AND MISSED APPROACH TO RUNWAY 29 AT MINOT AFB

122/40
20 OCT 68 10 36z

PRIORITY

3PT/040

WPA071

PTTEZYUW RUWMADA6077 3030429-EEEE--RUEDFIF.

ZNY EEEEE

P 290428Z OCT 68

FM 862 CMBT SPT GP MINOT AFB NDAK

TO RUWMFVA/ADC ENT AFB COLO

RUWTEMB/28ADIV MALSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEFHQA/CSAF

BT

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

FOR TDPT(UFO). 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 BRIGHT 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 20 MILES. RAPCON HAD REQUESTED THE AIRCRAFT TO CHANGE UHF FREQUENCIES TWICE BUT THE AIRCRAFT WAS ~~UNABLE TO TRANSMIT ON EITHER FREQUENCY. THE B-52 UHF RECEIVER~~ WAS NOT AFFECTED NOR WAS THE IFF/SIF IDENTIFICATION FEATURE AFFECTED.

DECLASSIFIED

Authority AMIO-92327

PAGE 2RUWMADA6077 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 DOWNWING 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.

E
OBJECT AND CONTINUED WITH A GCA AND TERMINAL LANDING. (3) AT 0949 ZULU (0449CDT) OSCAR 7 SITE'S INNER AND OUTER ALARMS SOUNDED AT WING SECURITY

CONTROL. OSCAR 7 IS 10 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 STANDING OPEN. THIS SET OFF THE OUTER ALARM. INSIDE THE COMPLEX, A

HORIZONTAL DOOR HAD BEEN UNSECURED AND LEFT OPEN AND THE COMBINATION LOCK DIAL HAD BEEN TURNED OFF ITS SETTING THUS TRIGGERING THE INNER ALARM. NO TRACKS, PRINTS OR IMPRESSIONS WERE FOUND. (4) AT ONE POINT DURING THE GROUND SIGHTINGS, THE FIRST OBJECT WAS OBSERVED JOINED FOR A SHORT TIME BY A SECOND LIKE OBJECT. (5) IN COMPARING THE AIRCRAFT ACTIVITY AND TIMES CONTAINED ON THE RAPCON TAPE RECORDINGS WITH THE BASE OPERATIONS DISPATCHER'S LOG OF GROUND 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 A(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.

BT

NNNN

BEST COPY AVAILABLE

[NOTE: This is the key to the Basic Reporting Data, dated 29/0428Z OCT 68. The 8-page TWX (teletype) included in the Blue Book documents does not include the small case bold text in the following. The small case bold texts are the actual questions in AFR 80-17 that the reporter (Col. Werlich) is responding to.]

WPB050

PTTEZYUW RUWMADA6076 3030429-EEEE—RUEDFIF.

ZNY EEEEE

P 290428Z OCT 68

FM 862 SPT GP MINOT AFB NDAK

TO RUWMFVA/ADC ENT AFB COLO

RUWTEMB/WIADIV MALMSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEFHQA/CSAF

BT

UNCLAS E F T O BO. SEC I OF II.

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

[AFR 80-17, 11. Basic Reporting Data and Format. Show the abbreviation "UFO" at the beginning of the text of all electrical reports and in the subject of any follow-up written reports. Include required data in all electrical reports, in the order shown below:]

A. DESCRIPTION OF THE OBJECTS: (1) **[Shape.]** SHAPE WAS DESCRIBED BY VISUAL SIGHTING AS “JUST ABOUT ROUND, A LITTLE OBLONG IF ANYTHING”. THE SHAPE ON AN AIRBORNE B-52 RADAR SCOPE WAS VERY SHARP AND IRREGULAR AND AT TIMES RECTANGULAR. (2) **[Size compared to a known object.]** 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.]** COLOR WAS A VERY BRIGHT RED ORANGE MOST OF THE TIME. (4) **[Number.]** 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 RUWMADA6076 UNCLAS E F T O

SIGHTING WAS A SINGLE RETURN ON THE SCOPE. (5) **[Formation, if more than one.]** THE TWO OBJECTS, WHEN TOGETHER DID NOT RESEMBLE A FORMATION AS SUCH. (6) **[Any discernible features or details.]** WHEN VIEWED FROM ABOVE BY A B-52 CREW, THE OBJECT HAD A FAINTLY WHITE OBLONG HALO ON ONE SIDE WITH AN ORANGE 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) **[Tail, trail or exhaust, including its size.]** NOT OBSERVED.

(8) **[Sound.]** WHEN ALMOST OVERHEAD, A LOW, MUFFLED JET ENGINE SOUND WAS HEARD. THIS OCCURRED TWICE DURING THE SIGHTINGS. (9) **[Other**

pertinent or unusual features.] THE ABILITY TO HOVER AND TO CHANGE DIRECTION AND SPEED ABRUPTLY. B. DESCRIPTION OF THE OBJECTS: (1) **[What first called the attention of observer(s) to the object(s).]** THE APPEARANCE OF A COMPARATIVELY BRIGHT LIGHT TO TWO ELECTRONIC MAINTENANCE MEN ENROUTE TO N-7 MISSILE SITE VIA GOVERNMENT VEHICLE. (2) **[Angle of elevation and azimuth of object(s) when first observed. (Use theodolite or compass measurement if possible.)]**

50 DEGREE ELEVATION (ESTIMATED) AND 95 DEGREE AZIMUTH (ESTIMATED).

(3) **[Angle of elevation of object(s) upon disappearance. (Use theodolite or compass measurement if possible).]** 15 DEGREE ELEVATION, 130 DEGREE AZIMUTH (BOTH ESTIMATES). (4) **[Description of flight path and maneuvers of object(s). (Use elevations and azimuth, not altitude.)]** THE MAJORITY OF REPORTS PLACE THE OBJECT INITIALLY HIGH IN ELEVATION AND ESE 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) **[How did the object(s) disappear? (Instantaneously to the North, for example).]**

FADED OUT TO THE

PAGE 3 RUWMADA6076 UNCLAS E F T O

SOUTHEAST BY SOME ACCOUNTS AND TO THE WEST BY OTHERS. (6) **[How long were the object(s) visible? (Be specific - 5 minutes, 1 hour, etc).]**

[VISIBLE] 2 HOURS, 15 MINUTES. C. MANNER OF OBSERVATION: (1) **[Use one or any combination of the following items: Ground-visual, airvisual, ground-electronic, air-electronic. (If electronic, specify type of radar.)]** GROUND-VISUAL, AND AIR ELECTRONICS (ASQ-38 IN STATION KEEPING MODE). (2) **[Statement as to optical aids (telescopes, binoculars, etc.) used and description thereof.]** NO OPTICAL AIDS USED

(3) **[If the sighting occurred while airborne, give type of aircraft, identification number, altitude, heading, speed, and home station.]** B-52H, JAG31. ELECTRONIC SIGHTING

DATA: FL200 TO APPROXIMATELY 9,000 FEET, 116 DEGREES MH, 280-230 IAS,

MINOT AFB; VISUAL SIGHTING DATA: 3200 FEET MSL, 335 DEGREES MH,

APPROXIMATELY 180 IAS. D. TIME AND DATE OF SIGHTING: (1) **[Greenwich date-time group of sighting and local time.]** 24 OCT 68-0800Z (0300 CDT) UNTIL

APPROXIMATELY 1015Z (CDT 0515). (2) **[Light conditions (use one of the following**

terms: Night, day, dawn, dusk).] NIGHT E. **[Location of Observer(s). Give exact latitude and longitude coordinates of each observer, and/or geographical position. In electrical**

reports, give a position with reference to a known landmark in addition to the

coordinates.] LOCATION OF OBSERVERS. (1) INITIAL GROUND OBSERVERS: 5 MILES

NORTH OF GRANO. (2) ADDITIONAL GROUND OBSERVERS: 4 MILES WEST OF

MOHALL, 4 MILES NORTH

AND 1 MILE EAST OF RENVILLE: 7 MILES SOUTH OF RENVILLE: 3 MILES WEST AND 2 MILES NORTH OF HARTLAND; 4 MILES SOUTH AND TWO AND ONE HALF MILES WEST OF TOLLEY. (3) POSITION OF AIRCRAFT DURING AIR-ELECTRONIC OBSERVATION: INITIAL SIGHTING POSITION WAS 38 NAUTICAL MILES NW OF THE DEERING TACAN 300 DEGREES RADIAL, FL200. RADAR ECHO ACCOMPANIED AIRCRAFT TO APPROXIMATELY 14 NAUTICAL MILES, 296 RADIAL, APPROXIMATELY 9,000 FEET MSL. (4) POSITION OF AIRCRAFT DURING VISUAL SIGHTING: 14 NAUTICAL MILES 320 RADIAL OF THE DEERING TACAN AT 3200 FEET MSL. **[f. Identifying Information on Observer(s):]** F. IDENTIFYING INFORMATION ON OBSERVERS. (1) **[Civilian - Name, age, mailing address, occupation, education and estimate of reliability.]** NO KNOWN CIVILIAN OBSERVERS.

PAGE 4 RUWMADA6076 UNCLAS E F T O

[(2) Military - Name, grade, organization, duty, and estimate of reliability.] (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, 862ND SECURITY POLICE SQ, FLIGHT SECURITY CONTROLLER, RELIABLE. (D) GREGORY ADAMS, A1C, 862ND SECURITY POLICE SQ, SECURITY POLICEMAN, RELIABLE. (E) JOSEPH P. JABLONSKI, A1C, 862ND SECURITY POLICE SQ, SECURITY POLICEMAN, RELIABLE. (F) WILLIAM E. SMITH JR, SSGT, 862ND 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 TO THE THESE WAS IN A POSITION TO CONTRIBUTE ANY PERTINENT INFORMATION. **[g. Weather and Winds-Aloft Conditions at Time and Place of Sighting:]** G. WEATHER AT TIME AND PLACE OF SIGHTINGS: **[(1) Observer(s) account of weather conditions.]** (1) THREE TIME PERIODS ARE GIVEN TO COVER THE ENTIRE SIGHTING PERIOD: (A) 0255 CDT – RADAR

11,000 FEET BROKEN, 2100 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 28, WIND 160 DEGREES. 3 KNOTS, ALTIMETER SETTING 30.14 INCHES, RADAR CLOUD TOPS, BROKEN 19,200 FEET AND OVERCAST 27,700 FEET. (B) 0355 CDT-- RADAR 9,000 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 29, WIND 160 DEGREES 4 KNOTS ALTIMETER SETTING 20.12 INCHES, RADAR

PAGE 5 RUWMADA6076 UNCLAS E F T O
CLOUD TOPS, OVERCAST 24,700 FEET. (C) 0455 CDT--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) **[(2) Report from nearest AWS or US Weather Bureau Office of wind direction and velocity in degrees and knots at surface, 6000', 10,000', 16,000', 20,000', 30,000', 50,000', and 80,000', if available.]**

24 OCT 68	6,000	10,000	16,000	20,000	30,000	50,000	80,000
0800Z	3420	3320	3330	3340	3475	3345	N/A
0900Z	3315	3230	3240	3250	3370	3350	N/A
1000Z	3310	3230	3145	3260	3270	3360	N/A

(3) [Ceiling.] SEE SUB PARA G (1). **(4) [Visibility.]** SEE SUB PARA G (1). **(5) [Amount of cloud cover.]** SEE SUB PARA G (1).

(6) [Thunderstorms in area and quadrant in which located.] NO THUNDERSTORMS IN AREA **(7) [Vertical temperature gradient.]** A MODERATE TEMPERATURE INVERSION FROM APPROXIMATELY 2,000 FEET ABOVE THE SURFACE TO APPROXIMATELY 5,000 FEET, THAN A FAIRLY STANDARD ADIABATIC LAPSE RATE THROUGH THE UPPER LEVELS. **[h. Any other unusual activity or condition, meteorological, astronomical, or otherwise that might account for the sighting.]** H. 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. Interception or identification action taken (such action is authorized whenever feasible and in compliance with existing air defense directives).]** I. NO INTERCEPTION ACTION WAS TAKEN. IDENTIFICATION ACTION 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 GRANO, AND REQUESTING A LOCAL B-52 TO BE ON THE ALERT FOR A POSSIBLE UFO. J. **[j. Location, approximate altitude, and general direction of flight of any air traffic or balloon releases in the area that might account for the sighting.]** NO OTHER AIR TRAFFIC OR BALLOONS WERE IN THE

PAGE 6. RUWMADA6076 UNCLASS E F T O

AREA. [k. **Position title and comments of the preparing officer, including his preliminary analysis of the possible cause of the sighting(s). (See paragraph 10.)**] K. 862 CSG OPERATIONS DIVISION CHIEF, ARTHUR J. WERLICH, LT COL, 862 CSG (BO), AREA CODE 701, EXTENSION 2231, 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. WSC ALSO NOTIFIED THE 91ST MISSILE WING COMMAND POST AND THE BASE OPERATIONS DISPATCHER. THE BASE OPERATIONS DISPATCHER

NOTIFIED THE TOWER OPERATOR AND RAPCON AND ARRANGED A PHONE PATCH TO THE VEHICLE. HE INSTRUCTED AIRMAN OCONNOR TO DESCRIBE WHAT WAS HAPPENING AND THEN PROCEED TO MAKE A LOG OF EVENTS CONTAINING TIME AND CIRCUMSTANCES. SSGT BOND SENT A SECURITY ALERT TEAM, AIRMAN ADAMS AND JABLONSKI, 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 NAUTIC MILE RADIUS CLEARANCE WITH A BLOCK ALTITUDE OF FL210 TO FL230 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 PENETRATION, LOW APPROACH AND MISSED APPROACH TO RUNWAY 29 AT MINOT AFB

WP A071
PTTEZYUW RUWMADA6076 3030429-EEEE—RUEDFIF
ZNY EEEEE
P 290428Z OCT 68FM 862 SPT GP MINOT AFB NDAK
TO RUWMFVA/ADC ENT AFB COLO
RUWTEMB/WIADIV MALMSTROM AFB MONT
RUEDFIF/FTD WPAF
BRUEFHQA/CSAF
BT

UNCLAS E F T O BO. FINAL SECTION OF II.
FOR TDPT (UFO). 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 BRIGHT 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 20 MILES. RAPCON HAD REQUESTED THE AIRCRAFT TO CHANGE UHF FREQUENCIES TWICE BUT THE AIRCRAFT WAS UNABLE TO TRANSMIT ON EITHER FREQUENCY. THE B-52 UHF RECEIVER WAS NOT AFFECTED NOR WAS THE IFF/SIF IDENTIFICATION FEATURE AFFECTED.

PAGE 2RUWMADA6077 UNCLASS 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 DOWNWING 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 AT 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 ZULU (0449CDT) OSCAR 7 SITE'S INNER AND OUTER ALARMS SOUNDED AT WING SECURITY

CONTROL. OSCAR 7 IS 10 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 STANDING OPEN. THIS SET OFF THE OUTER ALARM. INSIDE THE COMPLEX, A

PAGE 3 RUWMADA6077 UNCLAS E F T O

HORIZONTAL DOOR HAD BEEN UNSECURED AND LEFT OPEN AND THE COMBINATION LOCK DIAL HAD BEEN TURNED OFF ITS SETTING THUS TRIGGERING THE INNER ALARM. NO TRACKS, PRINTS, OR IMPRESSIONS WERE FOUND. (4) AT ONE POINT DURING THE GROUND SIGHTINGS, THE FIRST OBJECT WAS OBSERVED JOINED FOR A SHORT TIME BY A SECOND LIKE OBJECT. (5) IN COMPARING THE AIRCRAFT ACTIVITY AND TIMES CONTAINED ON THE RAPCON TAPE RECORDINGS WITH THE BASE OPERATIONS DISPATCHER'S LOG OF GROUND 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 CORRELATES 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 AND LAYERED CLOUD CONDITIONS COULD HAVE DIFFUSED LIGHT SOURCES AND MADE IDENTIFICATION DIFFICULT. (6) FOUR OCCURRENCES 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 A(6) AND A SIMULTANEOUS GROUND SIGHTING IN APPROXIMATELY THE SAME LOCATION. (D) THE OSCAR 7 ALARMS COULD BE ATTRIBUTED TO CIRCUMSTANTIAL EFFORT OF PRANKSTERS, HOWEVER NO EVIDENCE OF TRESPASSERS WAS FOUND.

BT