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 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.
6. TYPE OF OBSERVATION Air-Radar, Air-Visual Ground-Visual	
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 2½ 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 of 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 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.

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PRIORITY

ZYUW RUMMAD4307 5030429-UUUU--RUCDFIF.

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FM USS CHRISTOPHER SPT SP MINOT AFB NDAK

TO RUMFVA/AFOSI DET 8 MINOT AFB NDAK

RUMFLMC/MINOT MALSTROM AFB MONT

RUCDFIF/FTD WPAFB

RUEAHQ/CSAF

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UNCLAS E F T O SUBJECT: II.

FOR TOPT (UFO). FOR AFOSI. 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] AIR [illegible] B-52 RADAR SCOPE WAS VERY SHARP AND TRIANGULAR AND AT TIMES MULTIANGULAR. (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 OF THE LIKE OBJECT FOR A SHORT TIME. THE AIRBORNE RADAR

PAGE 2 RUMMAD4307 UNCLAS E F T O

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

([illegible] ABOVE BY A B-52 CREW. THE OBJECT HAD AN APPARENTLY WHITE
([illegible] BELOW AND ON EITHER SIDE WITH AN ORANGE COLORED SPOT ON THE OTHER
(SIDE AND THE BODY APPEARED TO BE A BRIGHT WHITE LIGHT. ONE
(OBSERVER 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.
(( ) 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
(MAINT ANCE MEN ENROUTE TO M-7 MISSILE SITE VIA GOVERNMENT
(VEHICLE. (2) 25 DEGREE ELEVATION (ESTIMATED) AND 90 DEGREE
(AZIMUTH (ESTIMATED). (3) 15 DEGREE ELEVATION, 150 DEGREE
(AZIMUTH (ESTIMATED). (4) THE MAJORITY OF REPORTS PLACE
(THE OBJECT INITIALLY HIGH IN ELEVATION AND LOW IN AZIMUTH.
(THE FLIGHT PATH WAS A MEANDERING HALLOWER IN BOTH AZIMUTH AND
(ELEVATION. THE GENERAL AREA WAS LAST TO SOUTH WITH AN
(OCCASSIONAL DIVERSION TO THE WEST. (5) FADE OUT TO THE

(PAGE 3 RUMMADA6075 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 (ASG-30 IN STATION KEEPING MODE). (2) NO
(OPTICAL AIDS USED. (3) B-52H, JA6 1. ELECTRONIC SIGHTING DATA: FL200
(TO APPROXIMATELY 9,000 FEET, 115 DEGREES MH, 200-250 IAS, NIGHT AFT:
(VISUAL SIGHTING DATA: 9200 FEET MSL, 038 DEGREES MH, APPROXIMATELY
(1.2 NAUTICAL MILES. TIME AND DATE OF SIGHTINGS: (1) 24 DEC 65-0100Z (0500 EST)
(UNTIL APPROXIMATELY 1015Z (EST 0515). (2) NIGHT. E. LOCATION OF OB-
(SERVERS. (1) INITIAL GROUND OBSERVERS: 3 MILES NORTH OF GRAND-
(FORKS AFB; (2) AIRBORNE OBSERVERS: 4 MILES WEST OF NORTHWOOD; 3 MILES NORTH

AND 1 MILE EAST OF [illegible] VILLE; 7 MILES SOUTH OF [illegible] VILLE; 3 MILES EAST

G

3 MILES NORTH OF MARYLAND; 4 MILES SOUTH AND TWO AND ONE HALF MILES

WEST OF TOLLEY. (5) POSITION OF AIRCRAFT DURING AIR-ELECTRONIC OBSER-

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

G

TACAN, 308 DEGREES RADIAL, FL200. RADAR ECHO ACCOMPANIED AIRCRAFT TO

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

MSL. (6) POSITION OF AIRCRAFT DURING VISUAL SIGHTING: 14 NAUTICAL MILES

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325 RADIAL OF THE DEERING TACAN AT 8200 FEET MSL. F. IDENTIFYING

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

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

ELECTRONIC MAINTENANCE, RELIABLE. (B) LLOYD M. TOLLY, A1C, 91ST MMS,

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

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

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

S

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.

PRETI, MAJOR, 28 BOMB SQ, B-52 H INSTRUCTOR PILOT, RELIABLE.

(H) PATRICK E. MCCABLIN, CAPTAIN, 28 BOMB SQ, B-52H NAVIGATOR,

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

WERE NOT OBSERVERS AND DOUBTED, HOWEVER, THAT ANY WERE IN

A POSITION TO CONTRIBUTE ANY PERTINENT INFORMATION. 5. WEATHER

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

GIVEN TO COVER THE ENTIRE SIGHTING PERIOD: (A) 2355Z- 0045Z

11,... FEET BROKEN, 2100 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 21, WIND 160 DEGREES. 5 KNOTS, ALTIMETER SETTING 30.14 INCHES, RADAR CLOUD TOPS, BROKEN 19,200 FEET AND OVERCAST 27,700 FEET. (3) 3555CDT- RADAR 9,000 FEET OVERCAST, VISIBILITY 25 STATUTE MILES, TEMPERATURE 32, DEW POINT 29, WIND 140 DEGREES 4 KNOTS ALTIMETER SETTING 30.12 INCHES, RADAR

PAGE 5 RUNNADA 8078 UNCLAS E F T O

CLOUD TOPS, OVERCAST 24,700 FEET. (C) 3455CDT-RADAR 18,000 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 61	6,000	10,000	15,000	20,000	30,000	50,000	80,000
0000Z	3420	3320	3330	3340	3475	3345	N/A
0900Z	3315	3250	3240	3250	3370	3350	N/A
1800Z	3315	3250	3145	3250	3270	3350	N/A

(3) SEE SUB PARA 3 (1). (4) SEE SUB PARA 3 (1). (5) SEE SUB 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 HAIL CONDITION AT FL280 DOWN TO 10,000 FEET. THE MOON WAS

NOT VISIBLE. I. NO INTERCEPTION. ACTION TAKEN. IDENTIFICATION NOTIFICATION CONFIRMED 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 BRAND, AND R(ULTING A LOCAL B-52 TO B(ON THE ALERT

FM [illegible] NOVMAD AS 673 UNCLAS - F T O

MAJ. [illegible] 352 OSS OPERATIONS DIVISION CHIEF, ARTHUR J. MCPLICK, LT COL, 352 OSS (SO), AREA CODE 701, EXTENSION 2981, 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 point anything NOTIFIED THE TOWER OPERATOR AND RAPCON AND ARRANGED A PHONE PATCH TO THE VEHICLE. HE INSTRUCTED AIRMAN O CONNOR TO DESCRIBE WHAT WAS HAPPENING AND THE PROCEDURE 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 NAUTIC 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 RENDEZVOUS, LOW APPROACH AND MISSED APPROACH TO RUNWAY 29 AT MINOT AFB

1 22 14

PRIORITY

3PT/UFO

WP071

PTTEZYUW RUMMADA0077 3080429-EEEE--RUEDFIF.

ZNY EEEEE

P 290420Z OCT 65

FM 3RD CIST SPT SP MINOT AFB NDAK

TO AUWREVA/ADC EMT AFB COLO

RUWTEN/2ND DIV WALSTROM AFB MONT

RUEDFIF/FTD WPAFB

RUEPHQA/USAF

BT

UNCLAS E F T O 80. FINAL SECTION OF II.

FOR TDFT(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 RADAR ECHO SUDDENLY APPEARED 3 MILES AHEAD 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 C-53 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

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

PAGE 2 RUMHADAS077 UNCLAS E F T O

DURING THIS TPML, 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 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 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 STANDING AJAR. THIS SET OFF THE OUTER ALARM. INSIDE THE COMPLEX, A

PAGE 3 RUMHADAS077 UNCLAS E F T O

PERSONNEL DOOR HAD BEEN UNSECURED AND LEFT OPEN AND THE COMBINATION

TRACKS, PRINTS OR IMPRESSIONS WERE FOUND. (4) AT SIX [illegible] THE GROUND 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 RAPCON 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 CIRCUMSTANTIAL EFFORT OF PRANKSTERS, HOWEVER NO EVIDENCE OF TRESPASSERS WAS FOUND.

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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.

MEMO FOR THE RECORD 30 October 1968

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 ph 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 Crano 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.