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 smooth 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?			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 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 hint of green. Burnt orange (reddish) was the dominant color. The object appeared as though a star would appear on a clear night (a large star). No edges were visible from my position.

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 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?

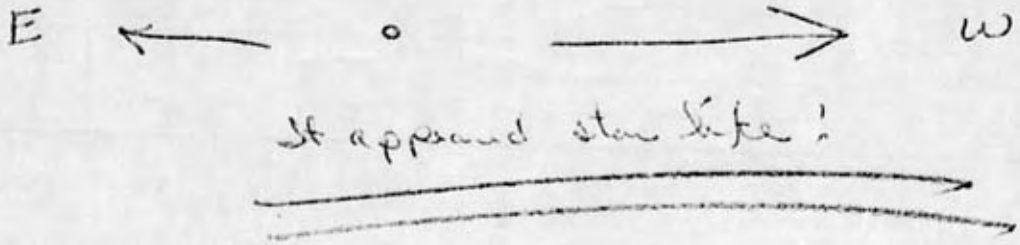
I was notified it had been seen in an adjacent area. I alerted my sentrys. The object was first seen in the southern part of my area by a posted sentry. I directed my gaze south of my position & saw the object (about 15 minutes after my sentry sighted it.

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.

Unknown

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

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) (701) [redacted]

AGE 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

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.
DAY 26 MONTH Oct YEAR 67

See Transcript w/ Tapes
Approx. 1 hr
Mistake in CST, of Course, Pilot made

(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.

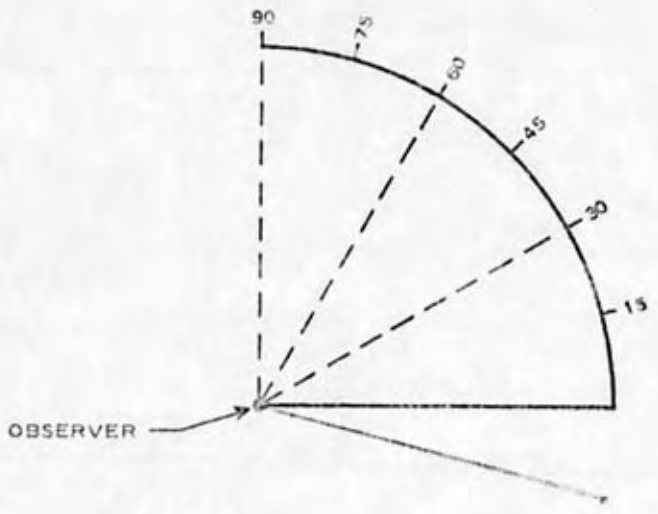
4. TIME/ZONE ☐ DAYLIGHT SAVINGS ☐ STANDARD
☐ EASTERN ☒ CENTRAL ☐ MOUNTAIN ☐ PACIFIC ☐ OTHER

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.

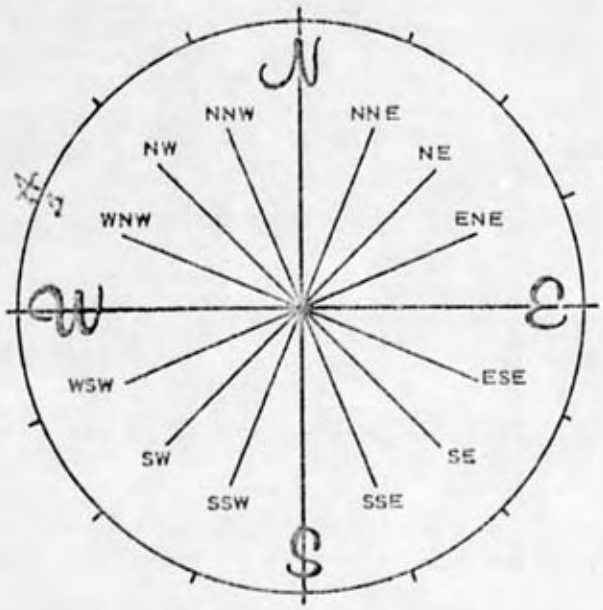
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH. PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.

N/A

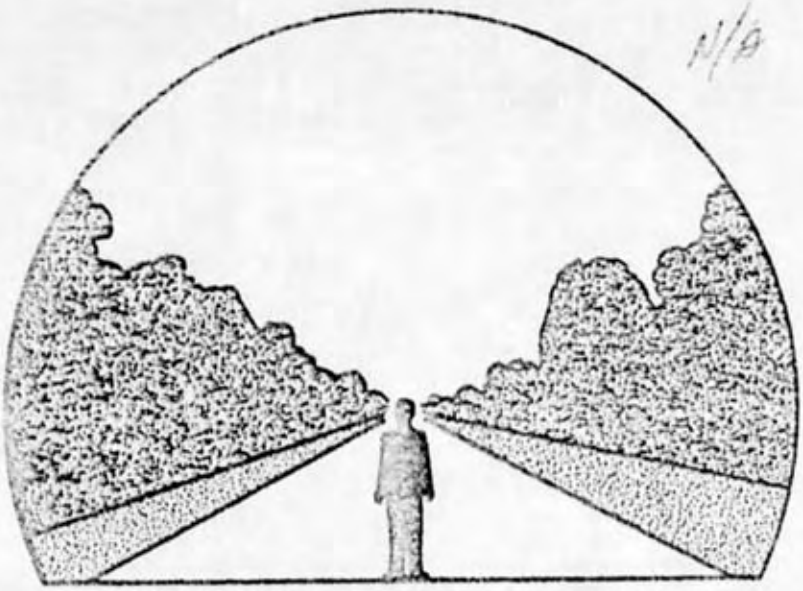


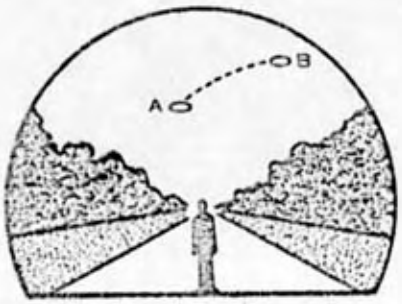
AF FORM AUG 67 117

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?				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				
5 min's		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		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.

Only 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 downwind leg 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?

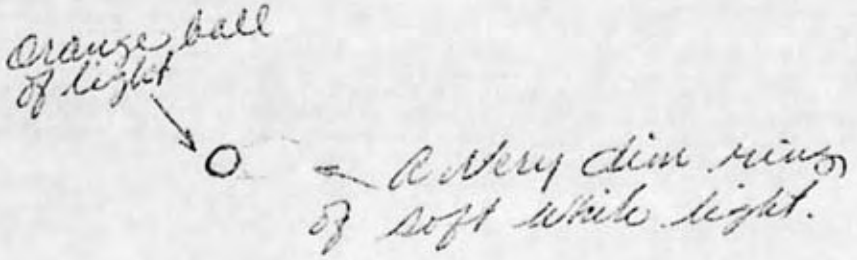
The unusually bright light d had never seen at night in this area.

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-5211		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 NONE.

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.

No Known.

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 Runyon

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF

LA[redacted]

ADDRESS [redacted] MINOT AFB, N.D.

[redacted] | AGE 37 | ☒ MALE | ☐ FEMALE

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 (NYLIF

NNNN

RR YSNKRA

DE YSNKAH 23 3062015

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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

NNNN

UFO

RECEIVED
7 Nov 66 16 17z
AFSSO FTD

ZCZCNKA438RAA766

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) 18 NOV 1968

UFO Observation, 24 October 1968

Special Security Office (SAC)

1. Reference SSO message ∅7154∅Z, 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

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.

Atch #3

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

A List Of Prominent Stars In Order Of Brightness

Star Name	Constellation (Right Ascension/Declination)	Color	Magnitude
Sirius	6 hours, 43.7 min./−16° 39′	Blue-white (Sirius B)	−1.58
Vega	18 hours, 33.2 min./+38° 44′	Blue-white	+0.04
Capella	5 hours, 10.7 min./+45° 57′	Yellow	+0.05
Arcturus	14 hours, 13.4 min./+19° 43′	Orange (yellowish)	+0.06
Rigel	5 hours, 12.1 min./−8° 15′	Blue-white	+0.07
Procyon	7 hours, 37.7 min./+5° 21′	Yellow-white	+0.40
Achernar	1 hour, 43.3 min./−57° 43′	Yellow-white	+0.60
Betelgeuse	5 hours, 52.5 min./+7° 24′	Red	+0.92
Agena	14 hours, 33 min./−60° 22′	Orange to reddish	+1.00
Altair	7 hours, 43.8 min./+8° 5′	Yellow	+1.01
Acrux	12 hours, 22.0 min./−62° 51′	Blue	+1.01
Aldebaran	16 hours, 23.3 min./+16° 19′	Red	+1.22
Antares	16 hours, 23.0 min./−26° 09′	White	+1.22
Spica	13 hours, 23.7 min./−10° 59′	White	+1.23
Pollux	7 hours, 43.3 min./+28° 0′	Blue-white	+1.21
Fomalhaut	22 hours, 56.7 min./−29° 52′	White	+1.29
Deneb	20 hours, 40.7 min./+45° 0′	White	+1.33
Mimosa	12 hours, 47.7 min./−59° 39′	Blue-white	+1.21
Regulus	10 hours, 7.7 min./+12°	Blue-white	+1.34
Adhara (Epsilon Canis Majoris)	6 hours, 58.9 min./−28° 57′	White	+1.50
Castor	7 hours, 33.6 min./+32° 0′	Blue	+1.58
Gacrux	12 hours, 29.4 min./−57° 0′	Red (reddish star)	+1.6 to 0.0
Shaula	17 hours, 32.3 min./−37° 0′	Blue	+1.73
Bellatrix	5 hours, 24.1 min./+6° 20′	Blue-white	+1.75
Elnath	5 hours, 26.7 min./+28° 37′	Yellow-white	+1.80
Miaplacidus	9 hours, 13.0 min./−69° 39′	Blue	+1.81
Alnilam	5 hours, 34.1 min./−1° 13′	White	+1.83
Alnair	22 hours, 9.7 min./−46° 1′	Orange	+1.85
Alnitak	5 hours, 39 min./−1° 10′	Yellow	+1.85
Delta Velorum	8 hours, 29.5 min./−47° 33′	Blue	+1.93
Kaus Australis	18 hours, 23.3 min./−34° 23′	Blue	+1.95
Beta Centauri	14 hours, 03.8 min./−60° 37′	White	+2.07
Polaris (Delta Star)	1 hour, 43.0 min./+89° 2′	Yellowish	+2.12
Alpha Coronae	15 hours, 33.0 min./+26° 53′	White	+2.16
Delta Cephei	22 hours, 29.2 min./−29° 22′	Blue	+2.21
Alpha Andromedae	0 hours, 08 min./+29° 0′	White	+2.25
Alpha Crucis	12 hours, 25.1 min./−62° 22′	Orange	+2.29
Mirfak	3 hours, 24.0 min./+49° 11′	Blue-white	+2.83

EXPLANATORY NOTES: Right Ascension on the Celestial Sphere is equivalent to Longitude on Earth; Declination is equivalent to Latitude on Earth. Plus (+) signs before Declination indicate north of the celestial equator; minus (−) signs mean south of the equator. In terms of magnitudes, which numerically are the opposite of brightness, the numbers grow larger as the stars grow dimmer. Only a few of the brighter stars are listed here. The decimal system is used by astronomers throughout the world, but it should be understood by everyone. The symbol for minutes of arc (′) indicates fractions of a degree, which is defined as composed of 60 minutes of arc. "Hours," as used here, is a common abbreviation for "hours of time." In the case of right ascension, or Celestial Longitude, hours of time are minutes of time on a unit of arc.

The stars can be found in the sky in several ways: a) by the use of well-aligned setting circles on an equatorial mount, b) by the use of computed charts (see Chapter 5), c) as illustrated on the pages of this chapter—the Edmund Star Finder—which is the way we recommend) and finally d) by the use of hand star-plotters such as the AccuStar, also pictured in this chapter.