

PROJECT 10073 RECORD CARD

1. DATE 13 Mar 59	2. LOCATION Duluth Minnesota <i>See Radar Film also 7-3745-340</i>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local 1820 GMT 14/0020Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input checked="" type="checkbox"/> Yes <i>RADAR</i> <input type="checkbox"/> No <i>Film</i>	6. SOURCE <i>Military</i>		<input type="checkbox"/> Was Astronomical <i>VENUS</i> <input checked="" type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 20 min	8. NUMBER OF OBJECTS one	9. COURSE	<input type="checkbox"/> Other <i>Radar Interference</i> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Color ranged orange, red, white, & green w/rotating red and green lights top & bottom. Very high speed, faded out of sight. <i>See Also: Radar Film 7-3745-340</i> <i>(FILM IN SPECIMEN FILE)</i>		11. COMMENTS Radar readings were due to interference & not existence of real target. Probably due to excessive activity of northern lights. Obj seen visually probably planet Venus, brought into view by diffraction & distorted by alternate layers of air of different temperatures to create the effects of movement & change of color & shape.	

ATIC

TELEPHONED
TO 71200
NO. _____
TIME _____
Date _____
By: _____

NNNN

16 MAR 59 07 55 14 10 55 33

RE105

CZCSQF894ZCNGA155

PP RJEDSQ

DE RJEDNGN 4N

P 140300Z

FM COMDR 756TH ACWRON

TO COMDR AIR TECH CENTER

BT

UNCLASS FROM OPS 14-C-4.

TWO (2) F102A 11TH FIS DLH MADE VISUAL AND RADAR CONTACT WITH UNKNOWN FLYING OBJECT 31,000 FEET. SIMULTANEOUS REPORT BY TWO (2) B-52 A/C (SRFC 3 & SRFG 182) VISUAL AND RADAR. CONTACTS INITIALLY OVER DULUTH 14/0300Z. LOST CONTACT IN FKLC 0030 HEADING 300DEGREES AT 31,000 FEET, HIGH SPEED. OBJECT REPORTED TUBULAR OR TORUS SHAPED, COLOR RED AND WHITE, BLINKING. PILOT REPORTS ESTIMATED RELIABLE.

BT

14/0903Z MAR RJEDNGN

33 (10)

1 2 4 E 4
3
4 4 X 20W

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
 b. A few
 c. Many
 d. Don't remember

Reported by pilots

8.2 MOON (Circle One):

- a. Bright moonlight
 b. Dull moonlight
 c. No moonlight — pitch dark
 d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One):

- a. Yes
 b. No
 c. Don't remember

US Reported by F-102's pilots

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

*Bright than Dim
 Reported by Pilots*

- (Circle One) a. A mile or more away (a distant car)?
 b. Several blocks away?
 c. A block away?
 d. Several yards away?
 e. Other _____

11. Did the object:

Reported All by pilots

(Circle One for each question)

- | | | | |
|---|-----|----|------------|
| a. Appear to stand still at any time? | Yes | No | Don't Know |
| b. Suddenly speed up and rush away at any time? | Yes | No | Don't Know |
| c. Break up into parts or explode? | Yes | No | Don't Know |
| d. Give off smoke? | Yes | No | Don't Know |
| e. Change brightness? | Yes | No | Don't Know |
| f. Change shape? | Yes | No | Don't Know |
| g. Flicker, throb, or pulsate? | Yes | No | Don't Know |

12. Did the object move behind something at anytime, particularly a cloud?

Reported by pilots

(Circle One):

- Yes No Don't Know.

IF you answered YES, then tell what

it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

Reported by pilots

(Circle One):

- Yes No Don't Know.

IF you answered YES, then tell what

it moved in front of: _____

14. Did the object appear: (Circle One):

a. Solid?

b. Transparent?

c. Don't Know.

15. Did you observe the object through any of the following?

As Reported by US pilots

- | | | | | | |
|-----------------|-----|----|----------------|-----|----|
| a. Eyeglasses | Yes | No | e. Binoculars | Yes | No |
| b. Sun glasses | Yes | No | f. Telescope | Yes | No |
| c. Windshield | Yes | No | g. Theodolite | Yes | No |
| d. Window glass | Yes | No | h. Other _____ | | |

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UNCLASSIFIED Reported by pilots

16. Tell in a few words the following things about the object.

- a. Sound No sound
- b. Color White with Red flash on top + Green flash on bottom.

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

Describe by F102 pilots somewhat like a stoplight.

18. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - c. Sharply outlined
 - d. Don't remember
- e. Other _____
- _____
- _____

19. IF there was MORE THAN ONE object, then how many were there? No
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

UNCLASSIFIED

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



Reported by pilots

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet. *Don't know*

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

Don't know

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view? *At last report pilot pilots still saw it.*

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

I can't answer this question

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25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

I was working ICT with Lt Murphy with 2-F102s and they reported all of this information to me, plus what 2-B52 reported to me.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One) *As reported by pilots*

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

30. What direction were you looking when you last saw the object? (Circle One) *IT NEVER DID Fade AT LAST REPORTS THE F102s STILL SAW IT.*

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

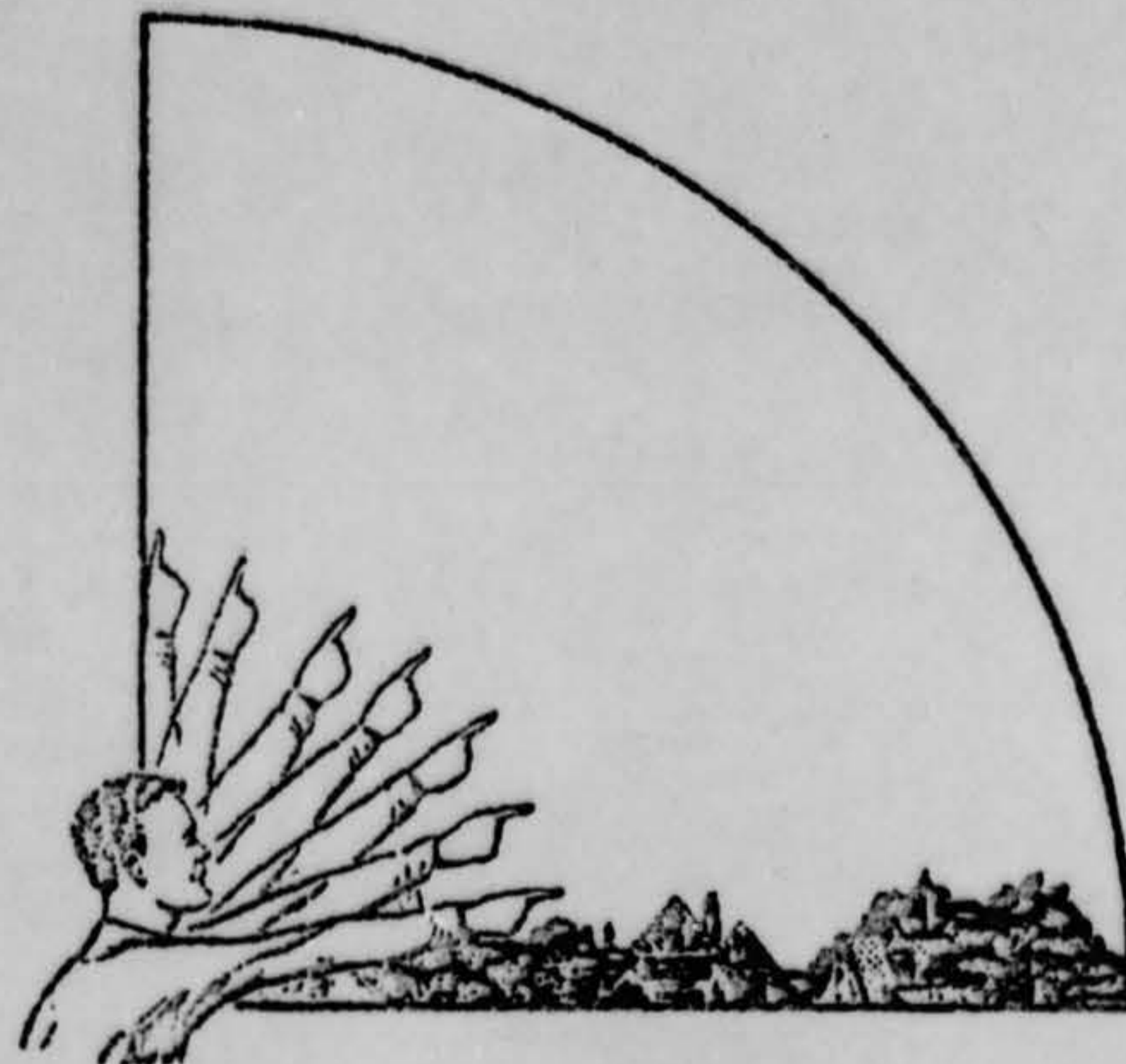
- a. From true North 210° degrees.
- b. From horizon _____ degrees.

31.2 When it disappeared:

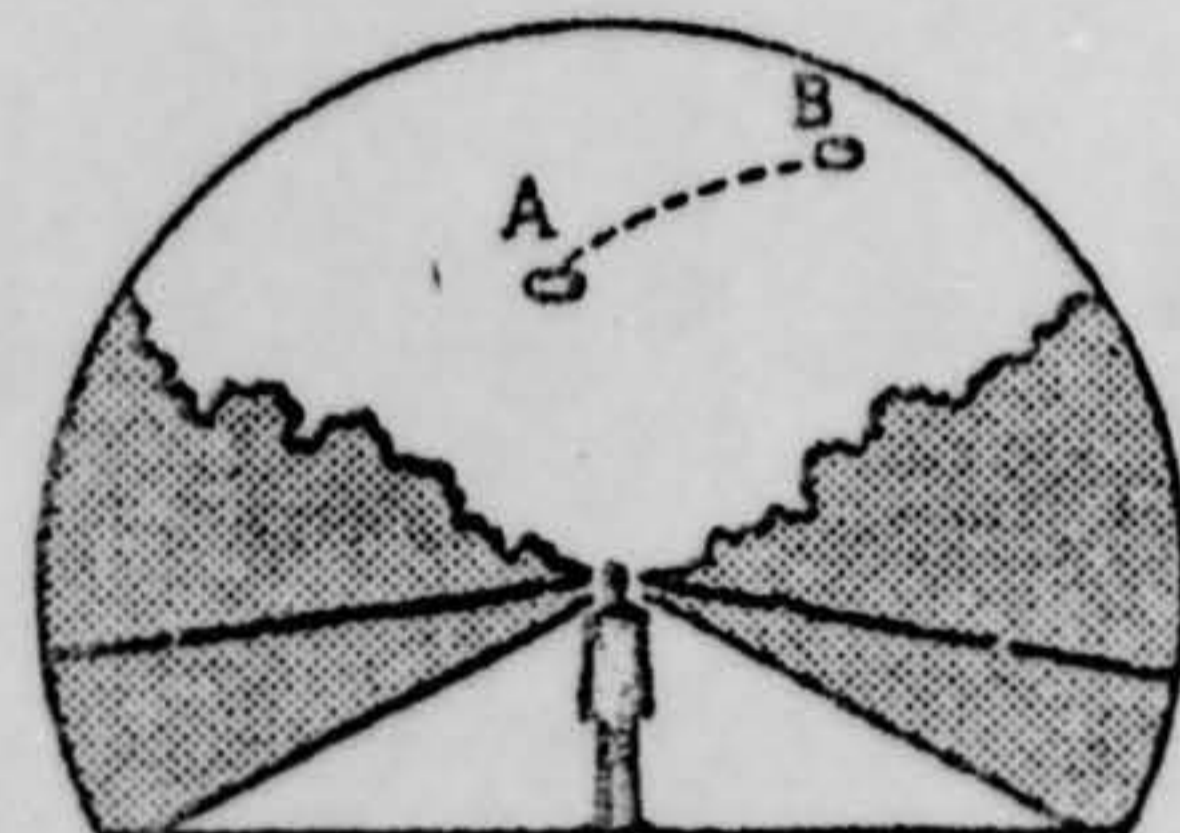
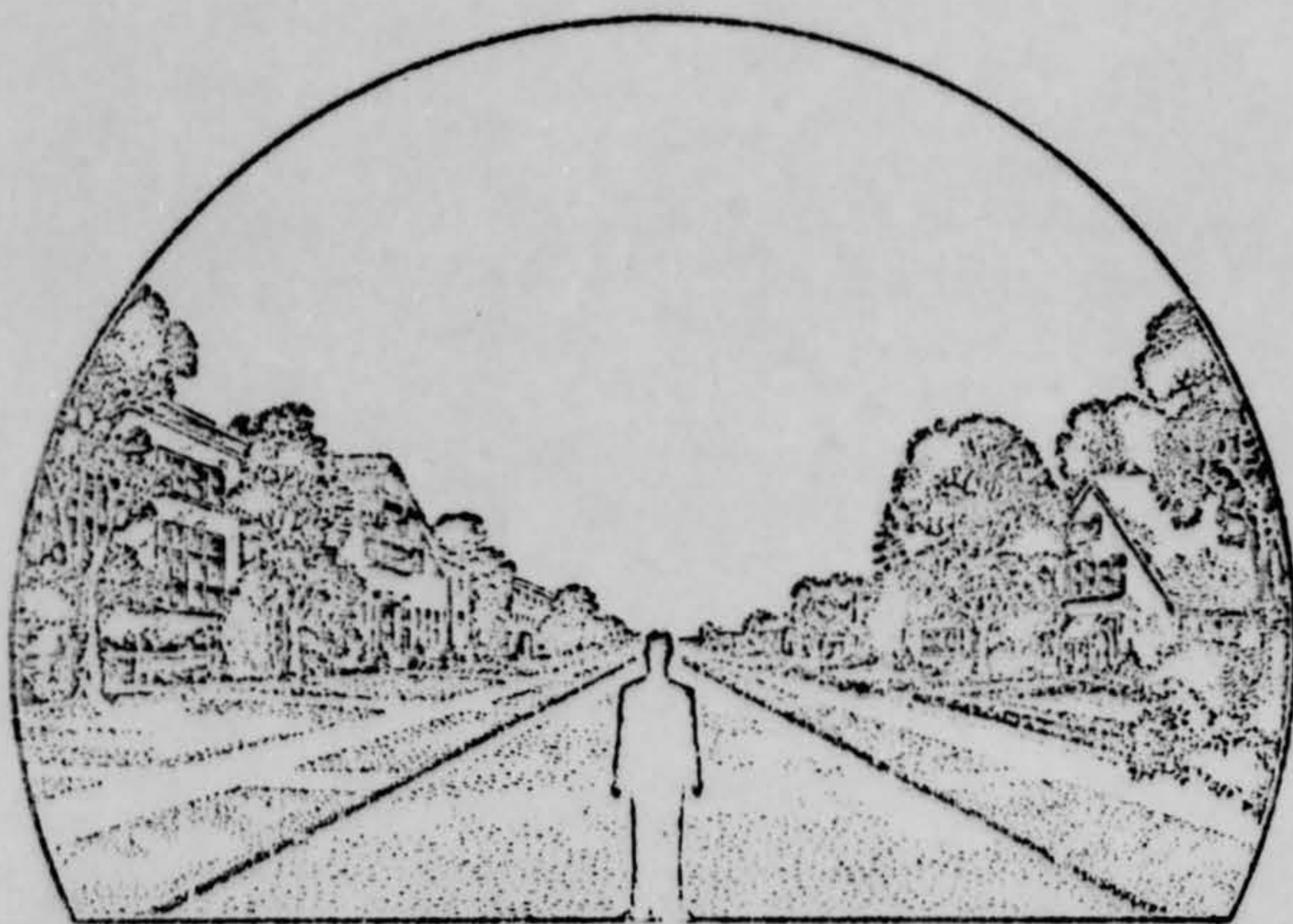
- a. From true North _____ degrees.
- b. From horizon _____ degrees.

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32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



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[Redacted]

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Reported by 307

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

Reported by pilots

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

at 3000ft
330° - 60 knots

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

13 March 1959
Day Month Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

[Redacted] heard report
saw pilots

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

[Redacted]
756 ACROSS
Fenland, Mass.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

When I was up in Block 1 PT radar site we had
a same what similar experience. EXCEPT NO ONE
ACTUALLY SPOTED IT, IT WAS ALL AN RADAR

38. In your opinion what do you think the object was and what might have caused it?

No idea

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[Redacted]

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39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? _____ m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? _____ feet.

41. Please give the following information about yourself:

NAME _____
Last Name First Name Middle Name

ADDRESS _____
Street City Zone State

TELEPHONE NUMBER _____

What is your present job? Radon OPER.

Age 20 Sex MALE

Please indicate any special educational training that you have had.

- a. Grade school 8
- b. High school 4
- c. College _____
- d. Post graduate _____
- e. e. Technical school Radon OPERATOR
(Type) SCHOOL
- f. Other special training 2 YEARS AS
RADON OPERATOR

42. Date you completed this questionnaire:

15 March 1957
Day Month Year

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DO NOT WRITE IN THESE SPACES;
DELETED INFORMATION IS NOT TO BE REPRODUCED.

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED]
(Please Print)

(Do Not Write in This Space)

SIGNATURE [REDACTED]

CODE:

DATE 13 March 1954

I was working as I.C.T. for Lt. Morrow, and we scrambled 2 F102's on a practiced scramble. The F102's were climbing out of Duluth on a 360° heading and Cos. Red 1 claimed he had a contact about 12° clock at 10 miles. He said it looked like Sop. The F102's continued the mission and on the second set up Red 2 was tracking 180°, with Red 2 acting as interceptor and was approaching from the rear. Red 1 was tracking ahead and saw my bright light. Lt. Morrow, under the Director's orders, which there was Lt. Morrow, proceeded towards the bright light.

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which was over Duluth, Minn. They claimed
 it was a bright white rotation beacon light with
 flashing red lights on top and green on the bottom.
 After the F-102's passed Duluth they kept
 moving in a 330° heading away from Duluth.
 The F-102's were going fast, 90 mph, as fast
 as they could trying to intercept it, but they were
 not gaining very much on it. When the F-102's got
 over Duluth they got in contact on it, but lost it.
 The F-102's kept chasing it but the light started
 moving away from the F-102's, at a high rate of
 speed. There was a B-52 in the area, about 80 miles
 dead ahead of the F-102's when they pass over Duluth,
 and we called the B-52 thinking maybe one of
 his lights were causing it, but the B-52 pilot
 claimed he saw the same object in his 9 o'clock
 position at about 50 miles. After a few more minutes
 we brought the F-102's back towards Duluth for the
 object was going faster and they couldn't catch it.
 We learned a few minutes later the another B-52
 reported the same object about 20 minutes after
 the other B-52 saw it.

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(CLASSIFICATION)
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DOWN
DECL

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART THREE PAGE 7 OF 13 PAGES
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I. SOURCE: 1st Lt. Owen L. Schwatka, AO 3058081, USAF

Address: 11th FIS, DULUTH Municipal Airport, Minnesota

Age: 25

Occupation: Pilot, USAF

Education: High School Graduate, SPARKS, Maryland

Qualifications: Pilot Indoctrination Course, Keesler, AFB, BILOXI, Mississippi; Primary Pilot Training, Bryant AFB, Texas; Advance Pilot Training, Tyndall AFB, Florida; Pilot in USAF for four (4) years with approximately 700 hours jet time and 300 hours reciprocal time.

Classification Cancelled
(or changed to)
ADJ1
By _____
Date 29 Jan 69

II. RELIABILITY: Source appeared to be of above average intelligence, and appeared to have had a very retentive memory. He was sincere, cooperative and friendly. All information was voluntarily submitted. One of Source's superior officers states that Source was a dependable and capable pilot. Source's information appears to substantiate all pertinent information on the sighting with other information received.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 14 March 1959, at 0215Z hours, 1st Lt. Owen L. Schwatka, AO 3058081, and Captain Earl G. Weaver, 52152A, of the 11th Fighter Intercept Squadron, stationed at DULUTH Municipal Airport (FKNB 5052), Minnesota, took off in two (2) F-102As from DULUTH for a practice intercept problem approximately seventy-five (75) North of DULUTH. Lt. Schwatka's aircraft was designated as COUSIN RED I and Captain Weaver's as RED II. COUSIN RED FLIGHT took off at 140215Z time on a 360 degree heading utilizing the scramble corridor. RED I pilot stated that while he was climbing from angels 15 to 18 he was contacted by GALAHAD 15 (P-69) controller and asked if he encountered any jamming or any targets on his scope at that altitude. At this time RED I noticed an AI (Air Intercept) contact on his scope at 12 o'clock, 16 miles. RED I further stated that the contact had the appearance of chaff but that it could have been a ground return. He estimated the contact's position to be FKNB 5059. (Refer to Fig. #1, Pt. 8). RED I then stated that he closed rapidly on the target at 320 knots indicated. Shortly thereafter RED I stated that the target faded from the scope. Then RED I was vectored on a 180 degree heading by GALAHAD 15 and told to search the area for any target. RED I then stated that RED I, II and GALAHAD 15 discussed the situation and decided to continue on their practice intercept mission. GALAHAD 15 had RED I and II break off and then set-up RED I and II on a practice intercept. GALAHAD vectored RED I (target ship) on a 180 degree heading and RED II on an intercept angle of seventy (70) degrees right of RED I's tail. When RED I was over Pt. 4, Fig. #1, he looked over his right shoulder and saw RED II closing in on him at about 20 miles; at the same time he noticed a bright light at Pt. 1, Fig. #1, and thought the light was chasing RED II. RED I stated that the bright light looked similar to an aircraft afterburner. RED I called RED II to tell him about the light. RED I stated the light pulsed from bright to dim and that it appeared to have a red and green beacon (red on top and green on the bottom). RED I stated that just prior to the completion of the practice intercept he called RED II and asked him if he would get on a 180 degree heading after the intercept and search for the unknown light. RED I stated the completed practice intercept occurred at Pt. 5, Fig. #1, and that RED II called him and said he had seen the same light, however, RED II thought that it was a ground light. RED I was at angels 38 and stated that the light was slightly above the horizon and level with

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(CLASSIFICATION)

1006th AISS Classified
Document Log # 490013-3654

ATIC

9

NNNN

16 MAR 59 07 54 50 59

TELEPHONED

TO
NO. 11227
TIME 1800H
Date 3-17-59
By: [Signature]

RA103

SQF892ZCNGA152

PP RJEDSQ

DE RJEDNG

ZUI INC NGA151GND011 (RJEDNGN 2N ZKD

NAG151GND011

PP RJWFAL RJEDSQ RJEZHQ

DE RJEDNGN 2N

P 140700Z

FM COMDR 756TH ACWRON

TO RJWFAL/COMDR ADC

RJEDNG/COMDR 31ST ADIV

RJEDSQ/COMDR ATIC CENTER

RJEZHQ/ASSIT CHIEF OF STAFF INTELL HDQ USAF

RJEZHQ/OIS HDQ USAF

BT

UNCLASS FROM OPS 14-C-2.

A. 1. FROM SRFC 3 (B-52)-TUBE SHAPED, COLORED RED AND WHITE.

FROM SRFG 182 (B-52)-ROUND

FROM COUSIN RED NUMBER 1 (12)-CONCENTRIC SHAPE

FROM COUSIN RED NUMBER 2 (4)-ROUND

2. UNKNOWN

3. ORANGE, RED, WHITE, GREEN

4. ONE (1)

5. N/A

6. ROTATING RED AND GREEN LIGHTS-TOP AND BOTTOM

PAGE TWO RJEDNGN 2N

7. NONE

8. NONE

33
1
2
3
4

17/18302

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART THREE PAGE 8 OF 13 PAGES
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RED I's altitude. RED I called GALAHAD and described the light. GALAHAD then asked RED I and II to intercept the bogey if at all possible. RED I and II then put on maximum power (Gate) on a 290 degree heading and saw the bogey at 0130 o'clock, South-west of DULUTH (Pt. 7, Fig. #1), at about 20 miles. RED I stated that he was held to .96 Mach because of fuel tank restriction. To keep the bogey on a 12 o'clock heading RED I stated that he took a 300 degree heading. RED I stated that his slaved Gyro compass might have been malfunctioning at this time. RED I stated that while he was on the 300 degree heading he never gained on the target. GALAHAD 15 asked RED I whether he had contact with the bogey. RED I called GALAHAD and said that he had no target on his AI radar set (using 30 mile range scale). RED I then selected his ground map position (200 nautical mile range), and received a target blip at 45 miles. RED I described the blip as resembling the type of blip normally presented by an aircraft. He further stated that it possibly could have been a ground target return. RED I chased the bogey for about 10 minutes and stated that he never gained on the bogey. GALAHAD advised RED I and II that a B-52 on a 040 degree heading had sighted the bogey at the B-52's eight o'clock position and that the B-52 had painted a bogey on his tail radar. RED I believed the callsign of the B-52 was either TOM CAT 33 or TOM CAT 34. GALAHAD then vectored RED I on a 360 degree heading. On this heading RED I stated that the bogey appeared to be crossing a straight line formed by the lights of the range cities, at angels 38, and at his 9 o'clock position. RED II then called RED I and said that he was now in the area where the B-52 was when he called GALAHAD, and that he seen the same light. Neither RED I nor II were able to close in on the bogey so they decided to go home. On the way home RED I and II ran a couple of practice intercepts. During these practice intercepts, RED I experienced a short period of electronic jamming. The jamming was overcome by depressing the tuneable magnatron button. RED I suspected the jamming to be electronic interference from RED II's radar. GALAHAD then called RED I and II and asked if they still could see the bogey. Both pilots reported negative results. RED I then returned to his original sighting position to see if he could again sight the bogey. He was unable to sight the bogey at this time so he returned to his home base.

Refer to Figure #1, overlay of WAC Chart 265, GREEN BAY on which Source identified the following points:

- Pt. 1: Location of unknown target when first visually observed by RED I.
- Pts. 1,2 and 3: Bogey Track.
- Pts. 4,5 and 6: RED I's intercept track.
- Pt. 7: DULUTH, Minnesota.
- Pt. 8: First radar contact by RED I.

2 Incls

1. Overlay of WAC Chart 265, GREEN BAY
2. USAF Technical Information Sheet

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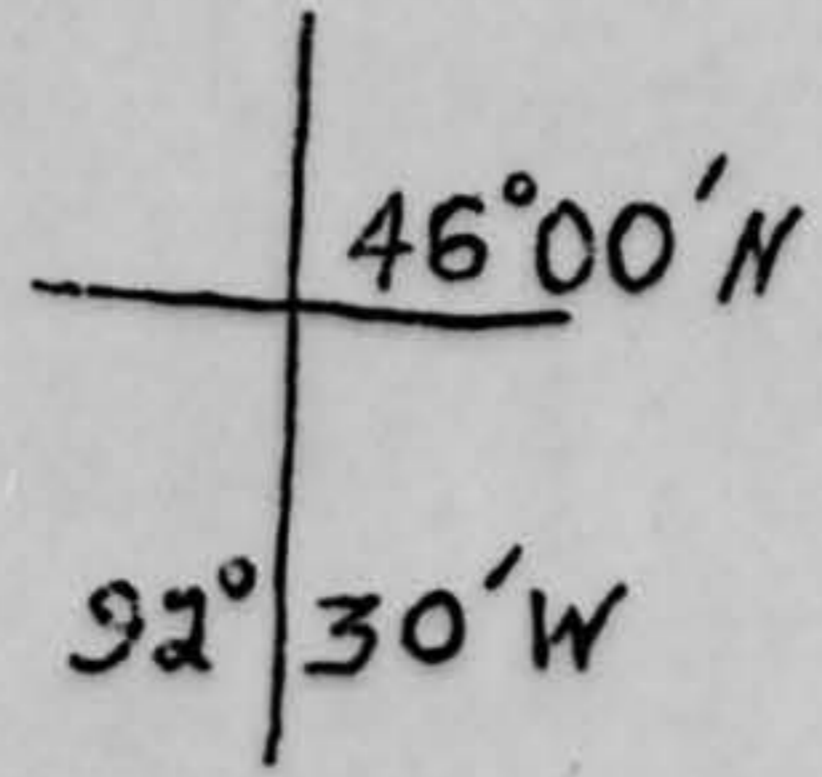
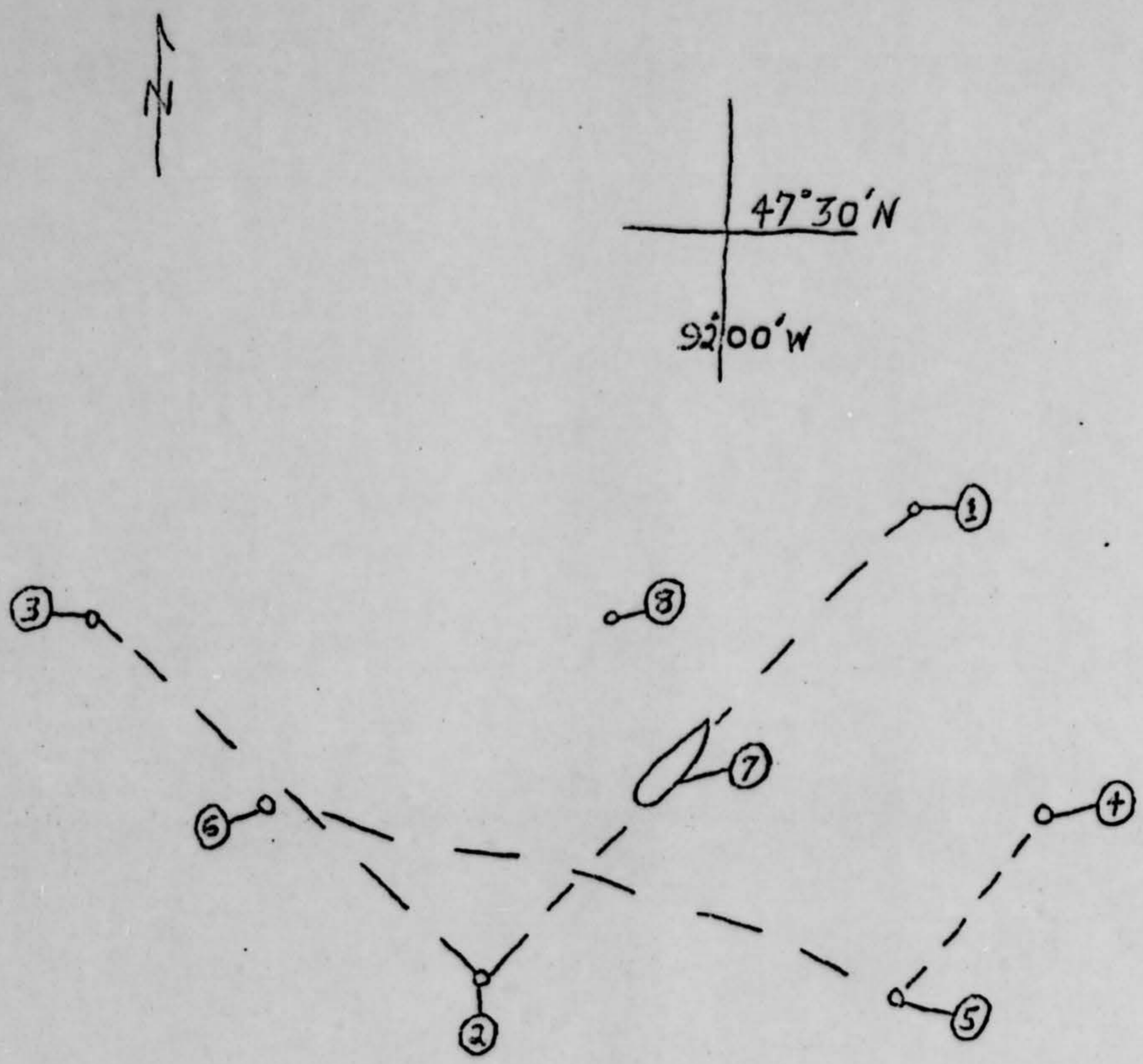
1006TH AISS Classified
Doc # D7-UFOB-2-59-395 H
18-55570-1 U. S. GOVERNMENT PRINTING OFFICE: 1951 O-918739

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART THREE PAGE OF PAGES
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D7-UFOB-2-59, Figure #1,
Overlay of WAC Chart 265,
GREEN BAY, 30 April 1957
SCALE: 1:1,000,000

DOWN BARREL AT 1000 FT ALTITUDE;
DETAILED REPORT TO BE FILED.

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D7-UFOB-2-59

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16-56570-1 U. S. GOVERNMENT PRINTING OFFICE : 1951 O-918739

UNCLASSIFIED
 AIRBORNE OBSERVER'S DATA SHEET

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

13 / 3 / 1959
 Day Month Year

2. Time observation was made:

2045 / C Daylight Saving
 Time Zone
 Standard
 or 141 / 0245 Z (GMT)

3. Exact location of aircraft when the observation was first made:

FR PB 3707
 Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
_____	<u>1/1T</u>	<u>PLT</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

AISOP # 2
 (19 Sep 56) DOWNGRADED AT 1 YEAR INTERVALS;
 FULLY DECLASSIFIED AT 7 YEARS

Incl # 2
 D7-UFOB-2-59

UNCLASSIFIED

5. Aircraft identification

- a. Type aircraft F102A
 b. Serial No. 56-1510
 c. Home Station DULUTH MINI
ARPT MINNESOTA

6. Flight Data

- a. Heading 180°
 Mag True Compass
 b. Ind. Altitude 38000
 c. Ind. Airspeed 240K (75K)
 Knots MPH

7. Was an attempt to detect the object on airborne radar made? (Circle one)

 Yes No No Radar Radar inoperative

- a. If YES, describe: IN GRID MAP POSITION OF RADAR
ABLIP WAS DETECTED 12 O'CLOCK AT 45 MI.

8. Was an intercept attempted? (Circle one)

 Yes No

9. Were photographs taken?

(Circle one)

 Yes No

10. Were any other aircraft seen in the area? (Circle one)

 Yes No

- a. If YES, was any attempt made to contact them? Comments: VISUAL
CONTACT WITH COUSIN RED JT

11. Were any nearby ground stations contacted during or soon after the sighting?

(Circle one)

 Yes NoComments: COLAHAD DIRECTOR
(I BELIEVE) DIRECTED AN INTERCEPT
to be made if possible.



UNCLASSIFIED

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: SLAVED GYRO

WAS UNRELIABLE Hrs SHORTLY AFTER TAKE-OFF
LATER APPEARED NORMAL THEN UNRELIABLE AGAIN

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Estimate how long you saw the object.

_____ Hours

15-20 Minutes

_____ Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other _____

NONE

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

N/A

UNCLASSIFIED



UNCLASSIFIED

24. Did the object: (Circle one for each question)

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. AREA 56-1478 AND ALSO A LINE OF LIGHTS MADE BY THE POSITIONS OF THE RANGE CITIES NORTHWEST OF DULUTH.

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. WHEN FIRST SIGHTED OBJECT WAS TO REAR AND GRADUALLY MOVED AROUND TO A FORWARD POSITION AS IT PROGRESSED DOWN THE NORTH SHORE OF LAKE SUPERIOR

27. The edges of the object were: (Circle one)

- a. Fuzzy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember
- e. Other _____

28. Describe in a few words the color of the object. A BRILLIANT LIGHT WHICH ALTERNATELY BRIGHTENED AND DIMMED, WHEN DIMMED APPEARED TO FLASH A RED AND GREEN BEACON

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.

BECAUSE OF THE DISTANCE AT WHICH I SIGHTED THE OBJECT I CANNOT MAKE AN ACCURATE ESTIMATE

DECLASSIFIED

UNCLASSIFIED

30. Do you think you can estimate the speed of the object?

(Circle one)

Yes

No

PART OF TIME OBJECT'S
SPEED APPEARED NEAR MINE (.96 MACH)

If you answered YES, then what speed would you estimate? _____ MPH.

OTHER TIMES SEEMED MUCH FASTER

31. Do you think you can estimate how far away from you the object was?

(Circle one)

Yes

No

If you answered YES, then how far away would you say it was? _____ feet.

40-50 N. M.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 340 degrees.

32.2 When it disappeared: 200 degrees.

TGT DID NOT DISAPPEAR UNTIL AFTER WE ABORTED
THE CHASE.

33. If there was more than one object, then how many were there? (1) ?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

a. Head of a pin

e. Quarter

i. Grapefruit

b. Pea

f. Half Dollar

j. Basketball

c. Dime

g. Silver Dollar

k. Other _____

d. Nickel

h. Baseball

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

a. Certain

b. Fairly certain

c. Not very sure

d. Uncertain

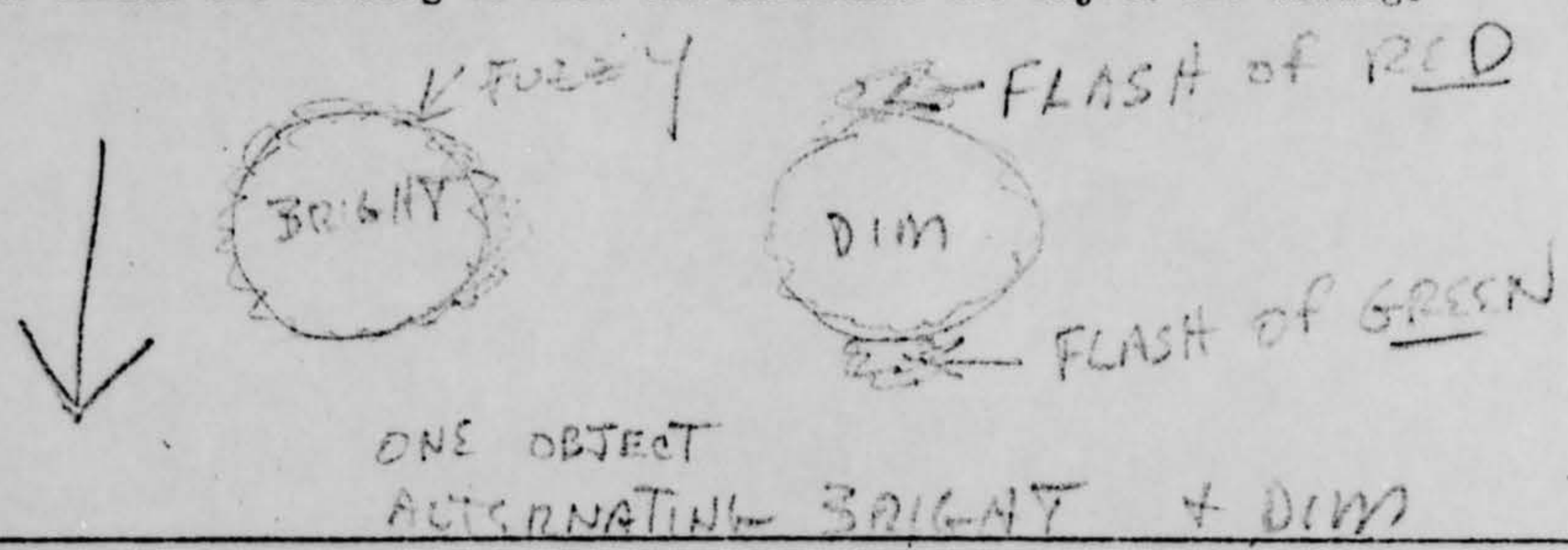
UNCLASSIFIED

36. How did the object or objects disappear from view: AFTER GIVING CHASE FOR APPROX. 10 MINUTES AT FULL POWER AND NOT CLOSING ON T&T, WE GAVE UP THE CHASE AND RETURNED TOWARDS HAMPLATE, P-69 THEN ASKED US TO TAKE ANOTHER LOOK, THE OBJECT WAS NOT IN SIGHT

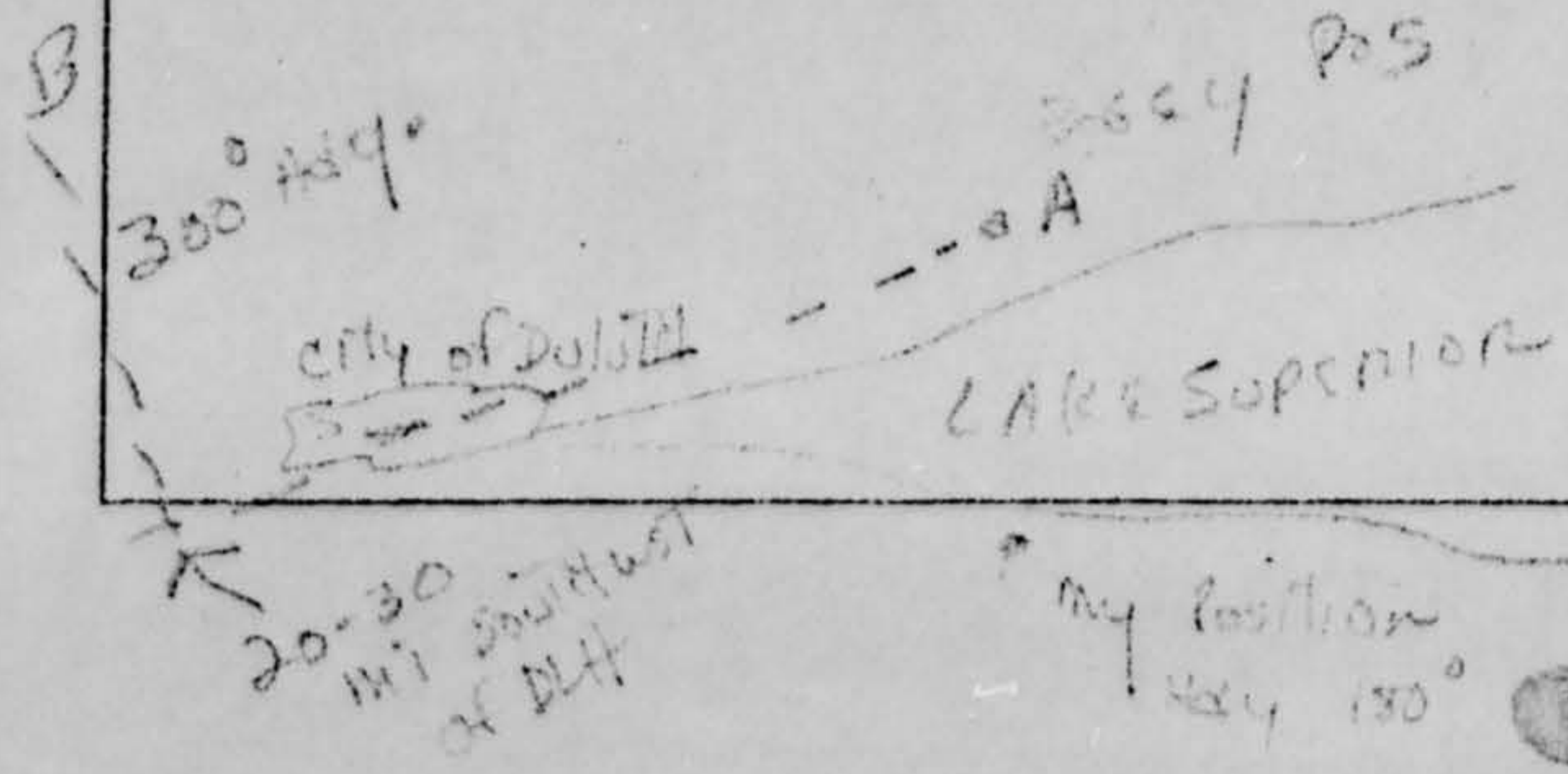
37. What direction were you looking when you first saw the object? (Circle one)
a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

38. What direction were you looking when you last saw the object? (Circle one)
a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



DOWNGRADED AT 1000 HOURS
DECLASSIFIED

UNCLASSIFIED

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

NO PARTICULAR IDEA ON HOW TO CONSTRUCT SOMETHING SIMILAR. OBJECT APPEARED CIRCULAR MOST OF TIME, SLIGHTLY DRAWN OUT AT FIRST LIKE AN AIR LIGHT.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

NO OPINION

(265) GREEN BAY

ELEVATIONS IN FEET

FK

(Joins 219) 93°N

UNCLASSIFIED

92°P

3°E

To Graham 209 VI

D 48°

(Joins 266)

29 June 69

C 47°

B 46°



REVISIONS AT 3 YEAR INTERVALS;

HIGHEST ELEVATION
2986

GROUND ELEVATIONS IN FEET
 2230

3000
 1000
 Sea Level

CAUTION - Gradient limits delimited by dashed contour lines indicate approximate relief only

Magnetic disturbance of as much as 6° exists at ground level at Duluth near the mouth of the St. Louis River

CAUTION AREA
 (P-512)

Magnetic disturbance of as much as 12° exists at ground level between Tower and Ely

Magnetic disturbance of as much as 13° exists at ground level to Grand Marais

EASTERN DEFENSE AREA

NORTHERN ADIZ

*AB = 306 E
CD = INTER.*

B

Lulworth dated 7/28/69

9. NONE
- B. 1. GLOWING LIGHT OFF CO. RED 2S WING.
2. 210 DEGREE ANGLE UNKNOWN RANGE 60KTS. FROM P-59
3. 270 DEGREE ANGLE UNKNOWN RANGE 200 KTS FROM P-59
4. HIGH SPEED, STRAIGHT FLIGHT PATH
5. FADE
6. 30 MINUTES
- C. 1. AIR-ELECTRONIC-(MG-10)(F-102A), AIR-VISUAL
2. NONE
3. F-102A, CO. RED (CO. 12&4), 2, 31,000, 300DEGREES, .96MACH,
DLH.
- D. 1. 14 MAR/0300Z
2. NIGHT
- E. 1. CO. RED-40KTS EAST OF DLH, MINN. SRFC 3 & SRFG 182 FKMC.3035
- F. 1. N/A
2. WEAZER, CAPT. 11TH FIS, PILOT, HIGH, SCHWATKA, LT,. 11TH FIS
PILOT, HIGH UNKNOWN ON SRFC3 & SRFG 182
- G. 1. 300/50

PAGE THREE RJEDNGN 2N

2. CALM, 290/25, 300/35, 280/40, 290/40, 290/50, 280/55.
3. CLEAR
4. 15 PLUS
5. NONE
6. NONE
- H. 1. NORTHERN LIGHTS WERE PREVELANT
- I. 1. VECTORED TWO F-102A (CO. RED) TO OBJECT.
- J. 1. TWO (2) B-52S HEADING 040 DEGREES CONTACTED VISUALLY BY CO. RED
- K. 1. ALL PILOT REPORTS ESTIMATED TO BE RELIABLE. POSSIBLE CAUSE
UNKNOWN
- L. 1. SIGHTINGS SEEN PREVIOUS MARCH 13, REFER TO PREVIOUS MSG.
FROM THIS UNIT.

BT

14/0805Z MAR RJEDNGN

~~SECRET~~
UNCLASSIFIED

Page nine

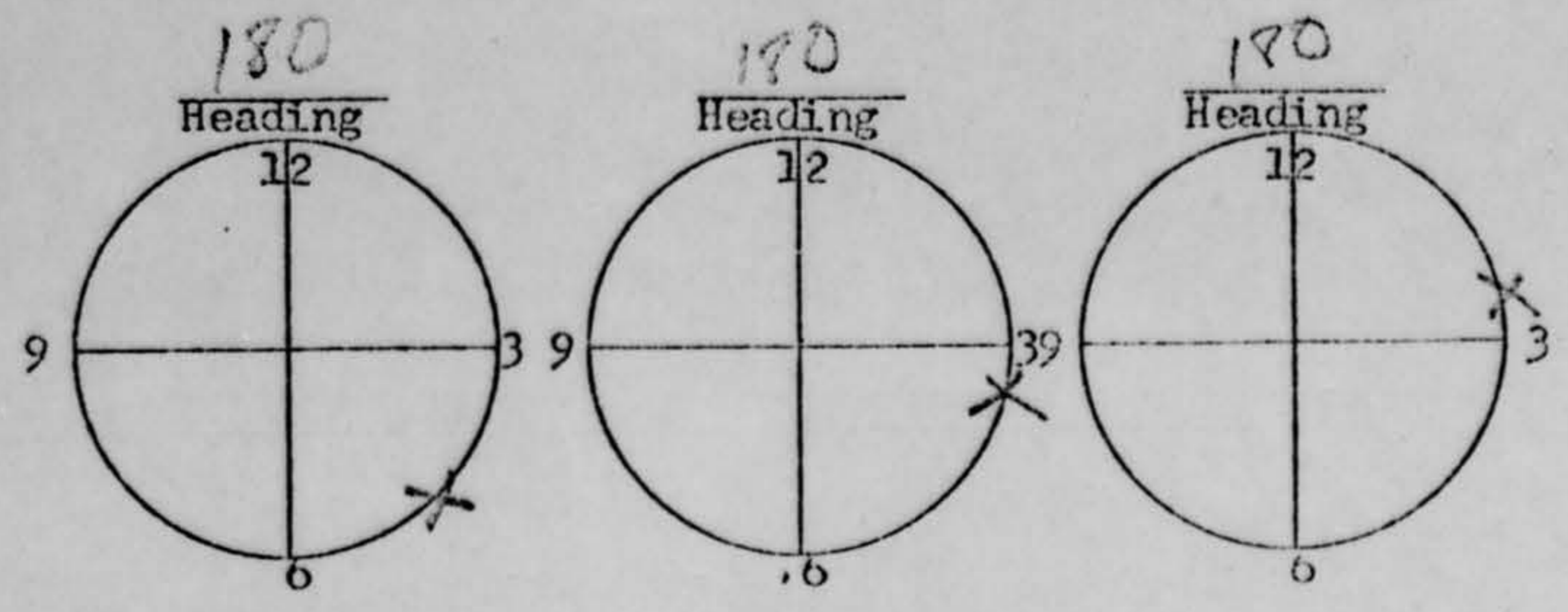
44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

UNCLASSIFIED

~~SECRET~~

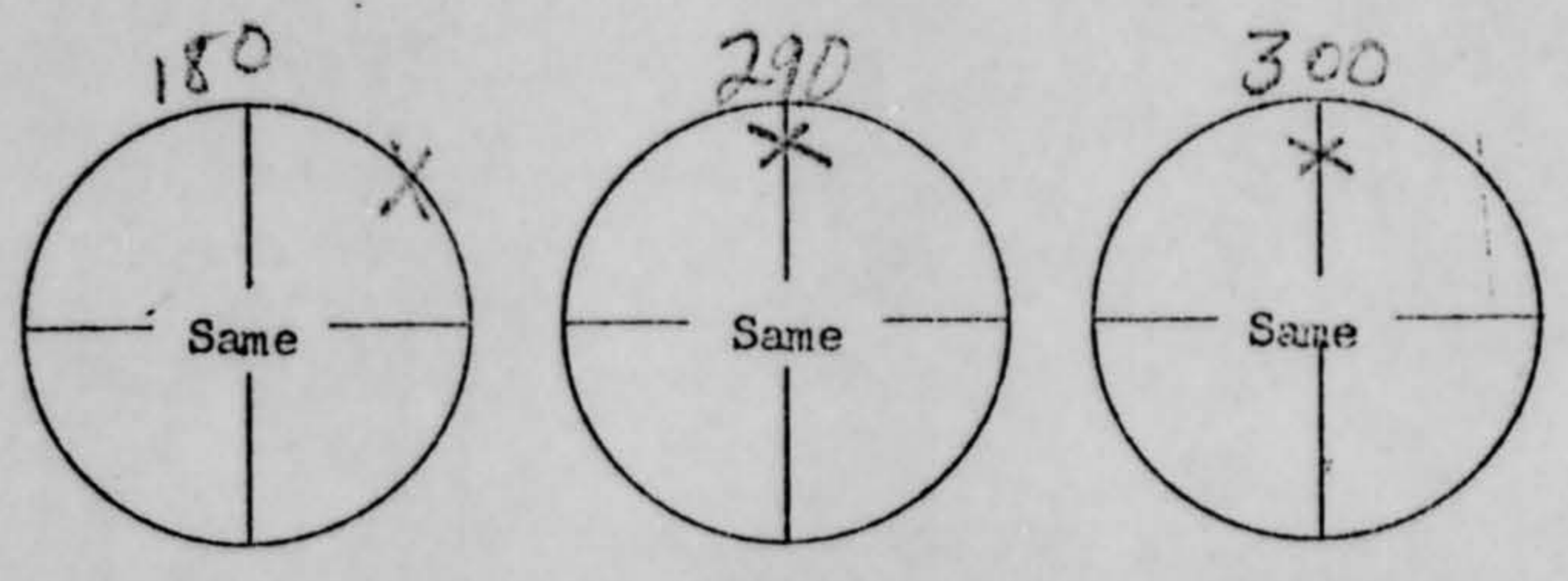
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



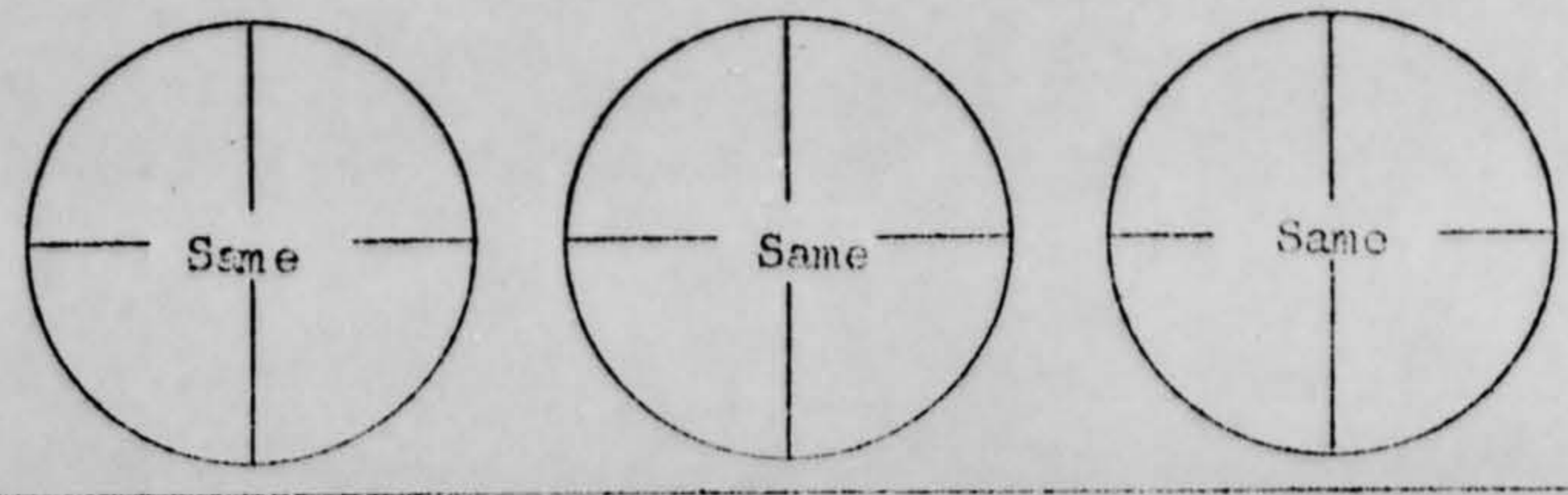
(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL



LEVEL ALL CASES
38,000



46. Please give a brief narrative account of sighting and any other additional data or comments.

Red I
 on enroute from Duluth Airbase, Minn. I had an AI contact 12 o'clock AT 16 mi which looked like Chaff. GCI asked me to turn around and check the Area for any targets, since we were on a training mission we decided to check the Area on our return also. I had had contact the same place the night before we continued the mission and GCI set us up for a probe intercept. I (Red I) was target and in observing Red II coming in for the intercept I noticed a bright light behind him. It resembled the glow of an afterburner and I thought someone was closing him. I described the object to him and GCI immediately asked for a more detailed description. I kept watching the object and it appeared to brighten and dim, when in the dim phase it appeared to have a red and green beacon. (Red on top and green on bottom.) I called Red II and asked him to pick up my heading after the intercept, and see if he saw the same thing I did. He replied that he had seen it and

47. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] [REDACTED]
 Last Name First Name Middle Name

ADDRESS [REDACTED] Duluth 11 MINN.
 Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? USAF PILOT

Age 25 Sex M

Please indicate any special educational training that you have had.

- a. Grade School _____
- b. High School _____
- c. College _____
- d. Post graduate _____
- e. Technical School STAFF OFFICERS
ECM INDOC. COURSE _____
(Type) _____
- f. Flying School _____
- g. Other special training _____

48. Date you completed this questionnaire?:

17 MAR 59
 Day Month Year

thought it to be a ground target. The object appeared to be crossing behind Red II at this time traveling westerly down the North shore of Duluth. when first sighted it appeared to be roughly 30 miles North of Duluth. at the completion of Red II's intercept the target appeared to be 20 miles South West of Duluth. at this time P-69 ordered us to intercept the bogey if possible I turned to put the light at 12 o'clock and my heading was 290° . By holding the bogey at 12 o'clock my heading changed to 300° and remained constant. I did not appear to close on the bogey and I had no AI contact in 30 min range. However in Ground Map (200K) I had a blip at 45 miles which could have been a ground target but resembled an aircraft blip. P-69 reported at this time that a B-52 had also sighted the object in their 8 o'clock position at 40 to 50 miles closing fast they were heading roughly 040° . They requested P-69 to Vector

us (Red I + II) in on them and pick up
 the bogey from there, thinking we
 had no contact with the bogey. Red
 II was in the Area of the B-52
 and on picking up their heading
 confirmed that the bogey was the
 same one we were chasing. I
 noticed at this time that the bogey
 appeared to be crossing a line
 formed by the lights of the range.
 Cities indicating a moving target.
 We returned towards homeplate at
 this time since we were not gaining
 on the bogey. Shortly thereafter P-69
 requested us to take another look at
 the Bogey but neither of us could
 spot it.
 I returned to the spot where I first
 sighted the bogey but could not see
 anything which faintly resembled the
 object which I had previously seen.

[REDACTED]

[REDACTED]

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, ST Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART FOUR PAGE 9 OF 13 PAGES
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I. SOURCE: Captain Earl G. Weaver, 52152A, USAF

Address: 11th FIS, DULUTH Municipal Airport, Minnesota

Age: 34 DOB: 5 September 1924

Occupation: Pilot, USAF

Education: High School Graduate - 1942

Qualifications: Cadet Flying School - 1945; Jet Transition School-
1949; Intercept Weapons School (IWS); Total
hours flying time - 5200 hours.

II. RELIABILITY: Captain Weaver was cooperative, amicable and sincere. He appeared of above average intelligence. The 11th FIS Operations Officer stated that the Source was very reliable and dependable pilot. Source's memory appeared very retentive. Source's information appears to substantiate other information on the sighting previously submitted. All information was submitted voluntarily.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 14 March 1959 at 0215Z hours, Captain Earl G. Weaver, SN 52152A and 1st Lt. Owen L. Schwatka, AO 3058081, of the 11th FIS, stationed at DULUTH Municipal Airport, Minnesota (FKNB 5052) took off in F-102As on an intercept problem approximately 75 miles north of DULUTH, Minnesota at 38 angels, 300° radial, .85 mach for RED II and .75 mach for RED I. Lt. Schwatka's aircraft was designated as RED I and Captain Weaver's as RED II.

RED I was the simulated target and RED II the interceptor. RED I was on a 190° heading and RED II was on an approximate heading of 120°. After RED II completed the intercept, RED I noticed a visual object to his right during the time that RED II was completing the intercept. RED I called GALAHAD AC&W Site (FKPC 4525) while aircraft was flying at 38 angels and reported an unknown object between 0245Z-0250Z hours. RED II overheard RED I query GALAHAD if he had anything in the area. GALAHAD directed RED I to search for the unknown object. RED II also started searching.

RED I aircraft turned directly to the target (unknown object) and reported a heading of 300° to GALAHAD. RED II turned aircraft right to a heading of 270° which put the object at 12 o'clock. RED II reported the object as a bright white light that would dim to somewhat of a reddish glow. The light appeared round in shape. Captain Weaver had experienced a similar light in the same position, elevation and azimuth wise during another flight on 1 March 1959 while flying from Wright-Patterson AFB, Ohio to MINNEAPOLIS, Minnesota (FJMQ 3556) to DULUTH Municipal Airport, Minnesota. The sighting on this Wright-Patterson flight was first sighted at 34 angels and later at 32 angels altitude and 300 knots indicated. The pilot never did close on the light. Prior to the time the pilot realized that he was not following his flight leader but rather some sort of a light instead of a plane. According to the pilot the light varied from bright to dim. The weather on the Wright-Patterson to DULUTH Municipal Airport, Minnesota was clear from 1700 - 4000 feet, and it was a very dark night. The same conditions prevailed on the day of sighting the unknown light. The pilot stated that the light was brighter than any planet or stars he had ever seen. The pilot followed the light at a normal cruising speed of .85 mach, 270° and 33 angels. The GCI Site at GALAHAD, FINLAND, Minnesota asked the pilot if he had seen the light. The pilot confirmed the sighting of the light, but was not gaining on it. The pilot flew a 270° course for approximately 10 minutes. The pilot had no target on his radar scope. The pilot stated that he had

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART FOUR PAGE 10 OF 13 PAGES
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noise on the scope. A B-52 on a 360° heading flying West of FINLAND, Minnesota reported an unknown light on his port side (9:00 o'clock position) to GALAHAD 15. GALAHAD then vectored RED I and RED II to the B-52 position to make a search for the object and then take a 090° heading from that position. When the B-52 turned to a 040° heading they notified GALAHAD that the unknown light was located now at their 8:00 o'clock position. RED II flew a 040° heading and also observed the light at the 8:00 o'clock position. RED II pilot then took a 270° heading and searched that area. RED II never closed on the unknown light at any time. RED II pilot then decided to return back to the simulated intercept mission. RED II observed the unknown light in the same relative position until the new moon obscured it. The unknown light was not distinguishable after the new moon was observed. RED II pilot stated that the unknown light was higher than the horizon. Pilot decided that he could not close on the unknown light so he ended the search.

- 1 Incl
Airborne Observer's Data Sheet

(CLASSIFICATION)

570013 3654

UNCLASSIFIED

AIRBORNE OBSERVER'S DATA SHEET

29 Feb 69

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

13 / MARCH / 59
Day / Month / Year

2. Time observation was made:

2045 / C Daylight Saving
Time / Zone

Standard

or 02:45 Z (GMT)

3. Exact location of aircraft when the observation was first made:

75 MI. N.W. FROM DULUTH
Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
<u>[REDACTED]</u>	<u>CAPT</u>	<u>PILOT (F-102)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

AISOP # 2
(19 Sep 56)

DOWN

UNCLASSIFIED


Incl #1
D7-UFDB-2-59

[REDACTED]

<p>5. Aircraft identification</p> <p>a. Type aircraft <u>F-102</u></p> <p>b. Serial No. _____</p> <p>c. Home Station <u>DULUTH</u></p>	<p>6. Flight Data</p> <p>a. Heading <u>180</u></p> <p><input checked="" type="checkbox"/> Mag <input type="checkbox"/> True <input type="checkbox"/> Compass</p> <p>b. Ind. Altitude <u>38000 FT</u></p> <p>c. Ind. Airspeed <u>275 K.</u></p> <p><input checked="" type="checkbox"/> Knots <input type="checkbox"/> MPH</p>
<p>7. Was an attempt to detect the object on airborne radar made? (Circle one)</p> <p><input checked="" type="radio"/> Yes No No Radar Radar inoperative</p> <p>a. If YES, describe: <u>HEADED A/P TOWARD LIGHT</u> <u>AND SEARCHED DIRECTION FOR CONTACT.</u> <u>NO CONTACT ON RADAR WAS MADE.</u></p>	
<p>8. Was an intercept attempted? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>9. Were photographs taken? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>10. Were any other aircraft seen in the area? (Circle one) Yes <input checked="" type="radio"/> No</p> <p>a. If YES, was any attempt made to contact them? Comments: _____</p> <p>_____</p> <p>_____</p>	
<p>11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one) <input checked="" type="radio"/> Yes No Comments: <u>[REDACTED] WAS</u> <u>CONTACTED AND INFORMED ON SIGHTED LIGHT</u></p> <p>_____</p> <p>_____</p>	

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)


UNCLASSIFIED

FILE NO.

SUBJECT

Radar Film

TO AFCIN-4E1

FROM

AFCIN-4E4

DATE 23 Mar 59

COMMENT NO. 1

4E4g/Maj Friend/ac/69216/Bldg 263

1. The attached film was forwarded to the ATIC for analysis in connection with an UFO sighting which took place in the Duluth, Minn. area, 13 March 1959. This is radar scope film of the 707th AC&W Squadron taken during the time of the sighting.

2. This film was made in support of a program to study radar interference, and is conducted for the Air Force by the Rand Corporation of California. It was only with great reluctance that this film was released to the ATIC.

3. It is requested that you evaluate this film as soon as possible, and that you notify Major Friend, AFCIN-4E4g, Ext. 69216, of an expected completion date.

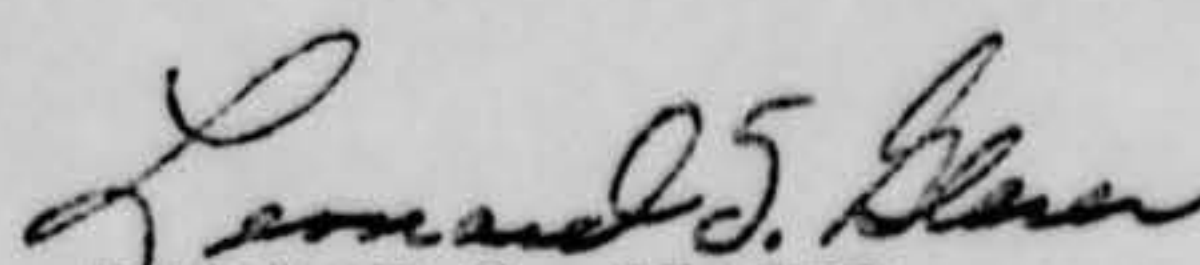
1 Incl:

Neg & Pos

Radar Film (5)

(T59-7611-A)

(T59-7611-B)



LEONARD T. GLASER

Colonel, USAF

AFCIN-4E4

DOWNGRADED AT 8:40 AM 11/13/84
DECLASSIFIED BY 1045/1045/1045
1045 11/13/84

UNCLASSIFIED

Classification Cancelled

(or changed to UNCLASS)

Auth: *Quintanilla* Col. USAFBy: *AFSA (CLF)*Date: *29 Jan 69*

AFR 205-1 para 1-12b

DD FORM 96

1 FEB 50

REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 286715

UNCLASSIFIED

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Estimate how long you saw the object.

_____ Hours

20

Minutes

_____ Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other NA

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

NA

18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
 b. A few
 c. Many
 d. Don't remember

MOON (Circle one)

- a. Bright moon light
 b. Dull moonlight
 c. No moonlight -- pitch dark
 d. Don't remember

LIGHT WAS NOT VISABLE WHEN
 MOON (NEW) APPEARED.

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes b. No c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)? b. Several blocks away?
 c. A block away? d. Several yards away? e. Other _____

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind b. Slight breeze c. Strong wind d. Don't remember

APPROX. 35 K FROM 280°

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear b. Overcast c. Undercast
 d. Above scattered clouds e. Below scattered clouds
 f. Through scattered clouds g. Other _____

23. Did the ^{LIGHT} object appear: (Circle one)

- a. Solid?
 b. Transparent?
 c. Don't know.

24. Did the object: LIGHT: UNCLASSIFIED (Circle one for each question)

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?
(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?
(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)
a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
d. Don't remember e. Other _____

28. Describe in a few words the color of the object. WHITE CHANGING TO A SLIGHTLY RED HUE.

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet. N.A.

UNCLASSIFIED

30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? _____ MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? _____ feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 90° degrees. WEST FROM NORTH

32.2 When it disappeared: SAME degrees.

33. If there was more than one object, then how many were there? _____ ?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

N.A.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- a. Head of a pin
 b. Pea
 c. Dime
 d. Nickel

- e. Quarter
 f. Half Dollar
 g. Silver Dollar
 h. Baseball

- i. Grapefruit
 j. Basketball
 k. Other _____

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain b. Fairly certain c. Not very sure d. Uncertain



36. How did the object or objects disappear? view: FADING AS

NEW MOON APPEARED.

37. What direction were you looking when you first saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

38. What direction were you looking when you last saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

N.A.

40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

N.A.

UNCLASSIFIED



41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

RELOCATE THE NORTH STAR
TO THE WEST, MAKE IT MUCH
BRIGHTER THAN ANY PLANET, WITH
APPROX. 30° ELEVATION POSITION
FROM GROUND LEVEL.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? I SAW A SIMILAR

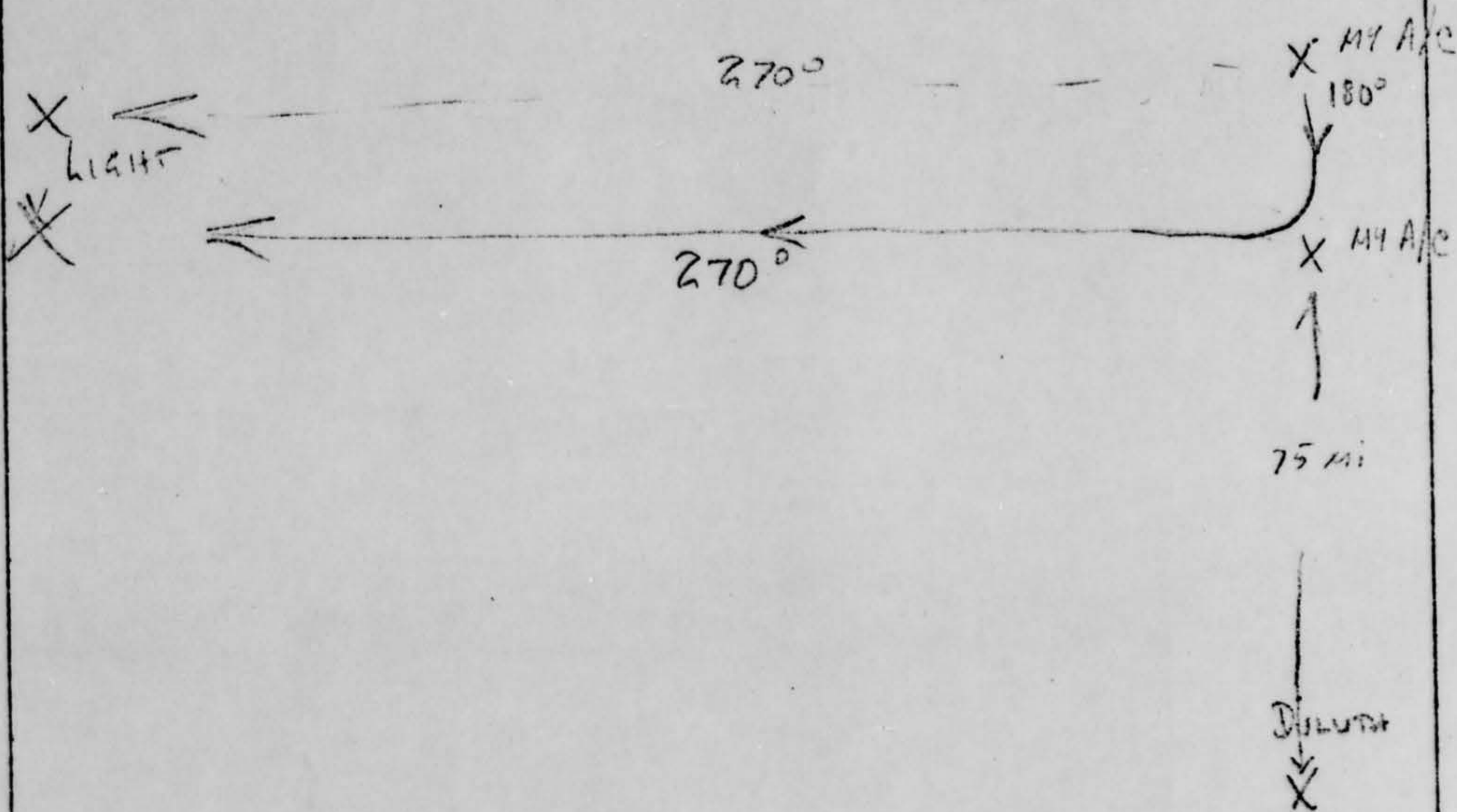
LIGHT IN THE SAME RELATIVE POSITION WHILE
ON A NIGHT FLIGHT FROM WRIGHT PATTERSON AFB
TO DULUTH, VIA MINNEAPOLIS ON 1 MAR. 59.

43. In your opinion what do you think the object was and what might have caused it?

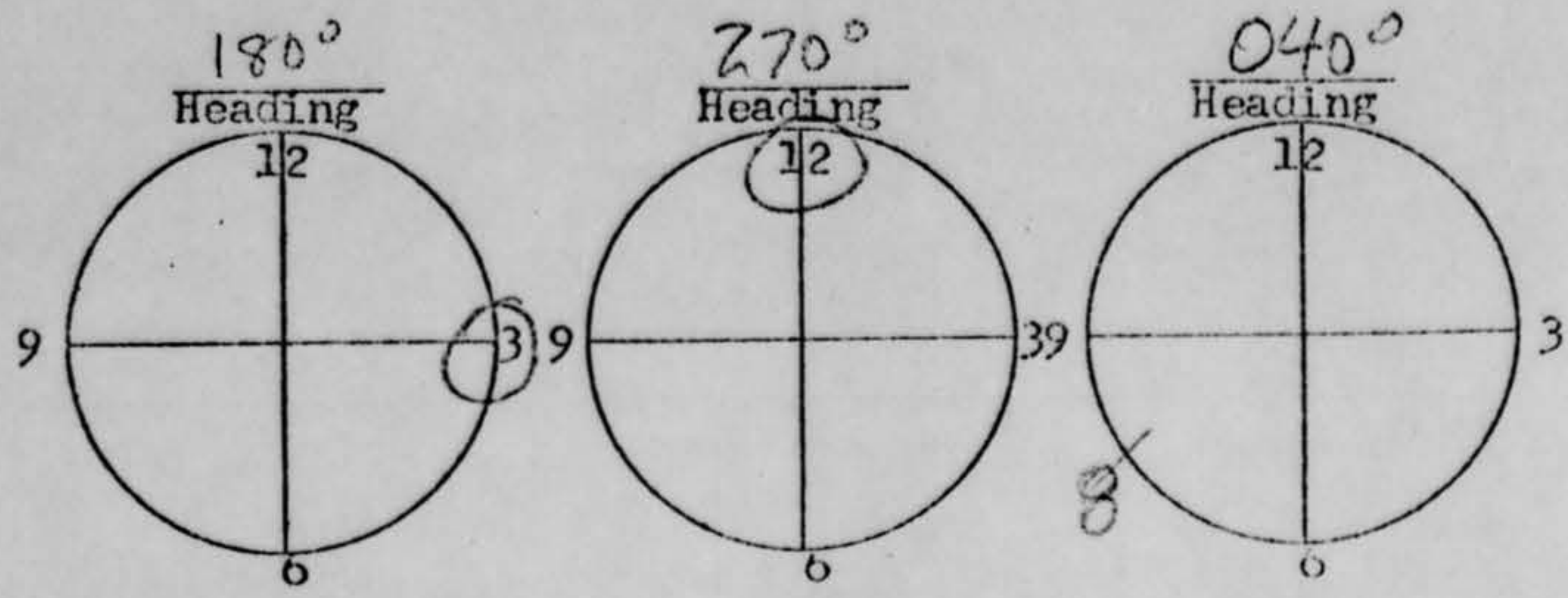
ALTHOUGH IT ^{APPEARED} AS AN AIRCRAFT AT APPROX.
4-5 MI RANGE IN MY OPINION IT
COULD NOT BE ^{AN AIRCRAFT} AS RANGE COULD NOT
BE REDUCED AND REGARDLESS OF MY
HEADING IT APPEARED IN THE SAME
RELATIVE POSITION.

44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.



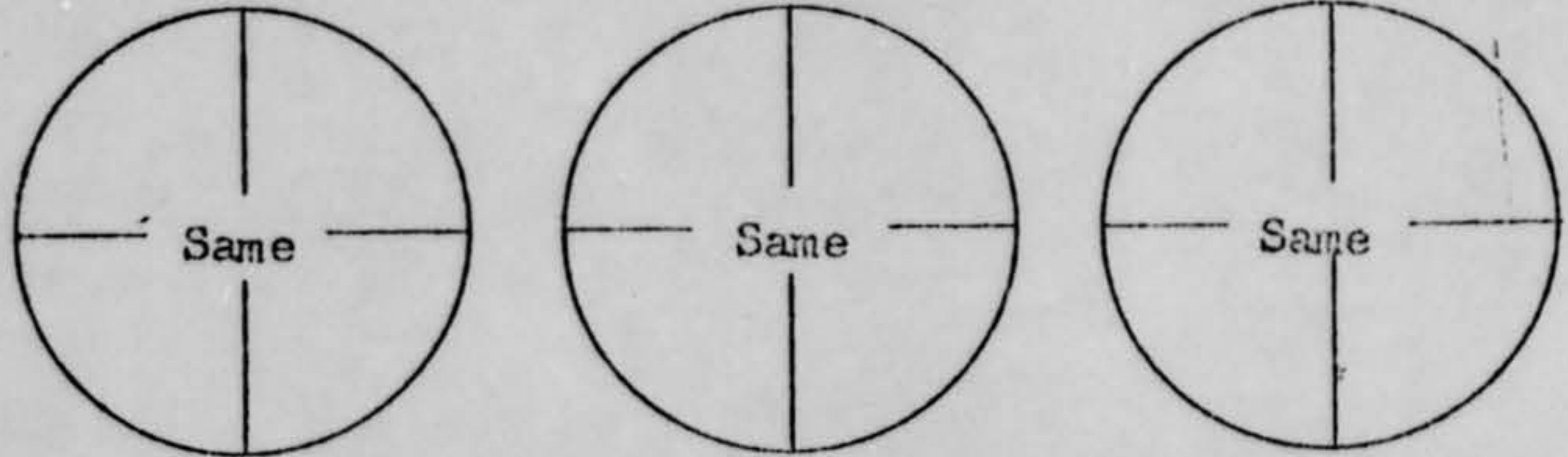
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



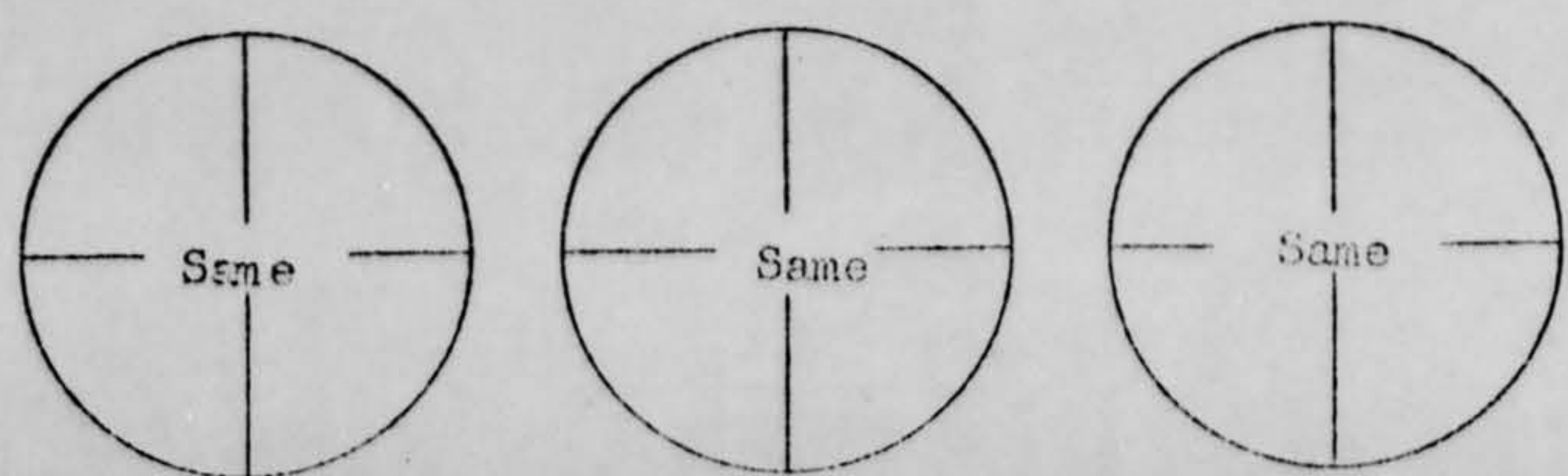
(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL





ON ANY HEADING LIGHT APPEARED
TO THE WEST



UNCLASSIFIED

46. Please give a brief narrative account of sighting and any other additional data or comments.

LIGHT WAS NOTED AFTER RWD #1 (F-102) REPORTED IT. UPON HUNTING TOWARD IT I BELIEVED IT TO BE A LIGHT FROM AN UNKNOWN SOURCE WHICH COULD NOT BE INTERPRETED ANY MORE THAN A PLANET OR STAR COULD BE. MY OPINION WAS INFLUENCED BY A PREVIOUS SIGHTING OF A SIMILAR LIGHT (WHICH WAS MISTOOK FOR AN AIRCRAFT FOR A SHORT PERIOD OF TIME) ON 1 MAR. 59.


Capt. USAF


UNCLASSIFIED

47. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] [REDACTED]
 Last Name First Name Middle Name

ADDRESS [REDACTED] DULUTH MUNICIPAL AIRPORT MINN.
 Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? PILOT

Age 34 Sex M

Please indicate any special educational training that you have had.

- a. Grade School
- b. High School
- c. College _____
- d. Post graduate _____
- e. Technical School I.W.S.
(Type) _____
- f. Flying School
- g. Other special training _____

48. Date you completed this questionnaire?:

16 MARCH 59
 Day Month Year

17 APR 1959

AFCIN-4E/1g/Maj Friend/ac
 69216/Bldg 2623
 Typed 23 Mar 59

FILE CLASS: _____
 OFFICIAL FILE COPY

OFFICE OF RECORD

24 MAR 1959

COORDINATION	AFCIN-4
	AFCIN-4X2b
	AFCIN-4X2c
	AFCIN-4X3
	AFCIN-4X4
	AFCIN-4X5
	AFCIN-4A
	AFCIN-4B
	AFCIN-4C
	AFCIN-4D
	AFCIN-4E
	AFCIN-4F
	OTHERS

AFCIN-4E

SUBJECT: Radar Scope Film

707th Aircraft Control and Warning Squadron (ACW)
 Grand Rapids Air Force Station, Minn.

1. Inclosed is a duplicate of the radar scope film which your organization forwarded by request to the Air Technical Intelligence Center. This film was requested in conjunction with the investigation of an Unidentified Flying Object sighted in the Duluth, Minnesota area, 13 March 1959. This duplicate is returned in accordance with telephone instructions from the 37th Air Division.

2. Speed in the collection, analysis and evaluation, and distribution is one of the essentials of good intelligence. The action of the 707th AC&W Squadron in rapidly forwarding the radar scope film to the ATIC will enhance attainment of this most important dictate of intelligence.

FOR THE COMMANDER:

H. K. Gilbert
 H. K. GILBERT
 Colonel, USAF
 Deputy for Science
 and Components

Incl:
 Dup Radar
 Scope Film

PERM	
TEMP	
90 DAYS	
INITIAL	

~~CONFIDENTIAL~~
(CLASSIFICATION)
UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART FIVE PAGE 11 OF 13 PAGES
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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with SAC Headquarters, Omaha, Nebraska was made by Detachment 7, 1006th AISS, for any SAC aircraft in the FINLAND, Minnesota area at the time of sighting. SAC reported single B-52 aircraft working area during specified time. Refer to inclosure #1, Part Five, of this report.
2. A check with Flight Service Center, Lowry AFB, Colorado was made for aircraft in the same area. Research of their Flight Service Center records failed to reveal any aircraft activity in the vicinity of the UFOB sightings during the dates and time specified. Refer to inclosure #2, Part Five, this report.
3. A check with the DULUTH Municipal Airport, Minnesota, Control Tower revealed that on 13 March 1959 (CST) no flight data was filed during the time of UFOB sighting.
4. A check was made with the following civilian companies which conduct balloon operations in the state of Minnesota to determine possible balloon flights in sighting area at time of sighting:
 - General Mills, Inc., MINNEAPOLIS, Minnesota - Negative results.
 - University of Minnesota, MINNEAPOLIS, Minnesota - Negative results.
 - Winzen Research, MINNEAPOLIS, Minnesota - Negative results.
 - SCHJELDAHL - NORTHFIELD, Minnesota - Negative results.
 - Raven Industries - SIOUX FALLS, South Dakota - Negative results.
5. A check was made with Detachment 4, 19th Weather Squadron, DULUTH, Minnesota. The weather from 1800 Local Standard Time to 2359 LST on 13 March 1959 was as follows:

The sky was clear. Visibility was 15 plus. Temperatures ranged from a high of 35° F to a low of 27° F. Winds were West - Northwest from 10 to 15 knots. Refer to inclosure #3, Part Five, this report.
6. A check was made with Operations Section of the 756th AC&WRON, FINLAND, Minnesota, for aircraft plotted within the AC&W's area of responsibility on this date. The following aircraft were plotted as follows: (Refer to inclosure #4, Part Five, this report)
 - One (1) B-52 aircraft 14/0225Z March 1959.
 - One (1) B-52 aircraft 14/0242Z March 1959.
 - One (1) C-45 aircraft 14/0348Z March 1959.
 - One (1) T-33 aircraft 14/0205Z March 1959.
 - One (1) Super Constellation 14/0222Z March 1959.
 - One (1) Super Constellation 14/0237Z March 1959.
 - One (1) North Star 14/0123Z March 1959.
 - One (1) North Star 14/0120Z March 1959.

Classifier Not Canceled
()
Date 27 Jan 69

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART FIVE PAGE 12 OF 13 PAGES
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7. A check was made with the 756th AC&WRON, FINLAND, Minnesota and an extract was made of the operations log for 14 March 1959 (GMT) which indicates all plots made by the AC&WRON. Refer to inclosure #5, Part Five, this report.

8. A check was made with the 11th FIS, DULUTH Municipal Airport, Minnesota Operations and the following information was submitted:

Two (2) F-102As that participated in practice intercept missions that were involved in the UFOB sighting on 14 March 1959 (GMT), altitude 38,000.

5 Incls

1. TT Msg, CINCSAC, DOOPF 25924
2. TT Msg Flight Service Center, Lowry AFB, Colorado, LFSC-C-27
3. Weather Reports
4. Flight Strips
5. 756th AC&WRON Operations Log (Extract)

DOWNLOADED FROM THE NATIONAL ARCHIVES
DECLASSIFIED ON 08-12-2010
UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. -- 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

596613-365A

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART SIX PAGE 13 OF 13 PAGES
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COMMENTS OF THE PREPARING OFFICER:

1. The opinion of the Preparing Officer is that the unidentified visual sightings probably were the planet Venus.

a. According to the Air Almanac of 1959, the position of the planet Venus during the period of sighting indicates that Venus was located on a 300° heading, 15° above the horizon, and had a magnitude of three (3). As this report indicates, the majority of the visual sightings were observed in a westerly direction and above the horizon.

b. On the basis of obtained information, it is believed that the electronic sightings should be evaluated as "Unknown" due to the absence of any reported aircraft in the sighting area which would have been conducting electronic or chaff jamming. Further checks are being made with the 28th Bomb Wing, Ellsworth AFB, South Dakota to determine if there is any possibility whatsoever of an unreported SAC aircraft conducting unreported ECM operations in the area of the sighting at the time of sighting. Information will be forthcoming as obtained.

/s/Joseph S. Svahula
JOSEPH S. SVAHULA
MSGT USAF
Commander

Classification Cancelled
(or changed to _____)
Auth. _____
By _____
Date 29 Jan 69

DOWNGRADED TO CONFIDENTIAL
DECLASSIFIED ON _____

DOWNGRADED TO CONFIDENTIAL
DATE _____

(CLASSIFICATION)

Document Log # 2590613-365A

"OK"

Action

Det 7
10/66

MAR 23 0 07 59

Incl # 1
D7-UF0B-2-59

PP RJDNG
DE ROWFBD 638
P 233133Z
FM FLT SVC GEN LOWRY AFB COLO
TO DET 7 1336TH AISS
BT

UNCLASSIFIED FROM LFSC-C-27 REFERENCE YOUR MESSAGE UNCL AISD7-012
DTG 171900Z RESEARCH OF OUR FLIGHT SERVICE CENTER RECORDS FAILED TO
REVEAL ANY AIRCRAFT ACTIVITY IN THE VICINITY OF THE UFO SIGHTINGS
DURING THE DATES AND TIMES SPECIFIED. UPON CHECKING WITH THE AIR
FORCE UNIT AT DULUTH MUNICIPAL AIRPORT MINN. WE LEARNED THAT THEY
HAD A K-19 FLYING LOCALLY DURING THE HOURS 0233Z TO 130330Z MAR
BT

03/3151Z MAR ROWFBD

Incl # 2
D7-UFOB-2-59

Ar 7 to 10067h
Info: _____

0070Z 13 MARCH 1959

TC 655 23029 85452 57667 02310 70940 65783 03024 50762 74779
03151 40283 86892 03067 30918 00999 0XXXX 25301 07993 0XXXX
20768 05994 0XXXX 15379 00993 0XXXX 10250 98999 0XXXX

55555 00972 02591 11962 01623 22802 62682 33781 60745 44682
66804 55658 67756 66648 65703 10171 35009 XXXXX 18

UW STC 23950 22206 2208 42209 2309 62612 2919 82924 3024 03025
23139 43244 63247 83051 03051 33067

65523 05736 00996 02213 01996

55555 77371 90931 66666 23809 21703 01002

INL 9999Z 13 MARCH 1959 MISSING THIS STA

1200Z 13 MARCH 1959

STC 655 11012 85438 52555 03022 70935 62764 03029 50749 77997
07905 40263 90990 0XXXX 30893 98999 0XXX 25283 01999 0XXXX
20762 98996 032//85/5/

CORR TO ABV

20762 98996 0XXXX 15384 00998 0XXXX 10250 00994 0XXXX

55555 00966 51541 11836 52559 2758 577-O 33581 74822 44566
73863 10171 33602 XXXXX 07

UW STC 11940 22412 2816 -24-- 2925 82925 2927 02933 0814 087-
22935 48938 63067 72993

STC 65511 05733 01998 02206 00998
66666 18500 16897 04203 01501

UW STC 11 XMTD

INL 747 12004 85425 55563 02730 70917 63775 02724 50723 83915
02631 40227 93998 02835 30856 96998 02840 25252 97998 02838
20737 967994 02838 15365 96990 03033 10241 98993 03018

55555 00957 53555 11829 55574 22755 60635 33697 63776 44553
78858 10171 24095 12733 05

UW INL 12941 21919 2122 42724 2924 62920 2823

INL 74712 05738 98999 00710

55555 55436 89004 66666 12899 04000

UW INL 99997 00913

WBAN

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION WBAN

DATE MAR 13 1959

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIMETER SET (mb)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVER INITIALS
								DIRECTION	SPEED (kts)	CHARACTER AND SHIFTS			
L	0011	120M21⊕	15+										JF
R	0110	50M10⊕	12	S-	075	25	17	↖	7		767	5850	JF
S	0112	R 2A	3	S-				↖	6				FIB
S	0111	R 2A	1 1/2	S-				↖	8			VSBY 1 3/4 RAINY 07	JF
S	0137	100M45⊕	6	S-				↖	6				JF
R	0138	100M42⊕	7	S-	071	23	17	↖	8		766		JF
R	0203	M12⊕	7	S-SP-	064	24	20	↖	8		764	722 15 XX	JF
R	0204	M14⊕	7	S-SP-				↖	8				JF
R	0205	150M25⊕	10	S-	054	24	20	↖	8		762		JF
S	0210	1A12⊕	10	S-				↖	8				JF
R	0250	M16⊕	12	S-	077	24	20	↖	9		760		JF
R	0300	M17⊕	12	S-	044	24	20	↖	8		758	90407	JF
R	0303	130M20⊕	12	S-	044	25	22	↖	7		758	SE45	JF
R	0305	130M18⊕	12	S-	041	27	23	↑	8		757		JF
R	0310	140M15⊕	15	S-				↑	10				JF
R	0315	140M15⊕	12	S-	037	28	23	↑	10		757	670 1000	JF
L	0317	112⊕	12	S-				↑	8		756		JF
R	0318	117⊕	15	S-	034	30	23	↑	8		756	THUNDER 2000	JF
R	0320	112⊕	15	S-				↑	8				JF
R	0327	111⊕	15+	S-	031	32	24	↑	8		750		JF
R	0330	100⊕	15+	S-				↖	8				JF
R	0345	25⊕	15+	S-	027	31	22	↖	8		754		JF
S	0355	25⊕	15+	S-	020	38	24	↖	12		752		JF
R	0407	25⊕	15+	S-	014	41	27	↖	12		752		JF
R	0405	40⊕	15+	S-	010	43	29	↖	12		750	210 1100	JF
R	0405	8⊕	15+	S-	001	45	29	↖	13		749		JF
L	0406	0	15+	S-									JF
R	0408	0	15+	S-	014	41	19	↖	17		750		JF
L	0410	0	15+	S-	025	37	14	↖	15		750		JF
R	0414	0	15+	S-	017	35	15	↖	10		744		JF
R	0420	0	15+	S-	014	34	15	↖	12		750		JF
R	0425	0	15+	S-	044	31	11	↖	11		757	210	JF
R	0430	0	15+	S-	057	29	12	↖	14		761		JF
R	0435	0	15+	S-	053	28	11	↖	12		763		JF
R	0440	0	15+	S-	061	27	11	↖	11		761		JF

1455	28.00	49.0	35.5	47	3	3	45	0	3	0	3	0	3	0	3	0	60
1505	28.00	44.0	34.8	37	2	2	50	0	2	0	2	0	2	0	2	0	60
1555	28.00	41.2	33.1	40	0	0	50	0	0	0	0	0	0	0	0	0	60
1655	28.00	39.2	30.2	35	0	0	50	0	0	0	0	0	0	0	0	0	60
1730	28.060	35.2	28.8	44	0	0		0	0	0	0	0	0	0	0	0	60
1854	28.060	34.0	28.0	45	0	0		0	0	0	0	0	0	0	0	0	60
2053	28.110	31.1	27.2	60	0	0		0	0	0	0	0	0	0	0	0	60
2152	28.130	30.0	26.7	65	0	0		0	0	0	0	0	0	0	0	0	60
2258	28.150	28.1	23.4	69	1	0		0	0	0	0	0	0	0	0	0	60
2352	28.160	27.2	25.1	74	0	0		0	0	0	0	0	0	0	0	0	60

SYNOPTIC OBSERVATIONS

TIME		NO	PRECIP	SNOW FALL	SNOW DEPTH	MAX TEMP	MIN TEMP	HGT 950 MB SURFACE	SEA STATE	SWELL HGT B DIR	SWELL PERIOD	SURF M, P, D	WATER TEMP	SOIL TEMP	STATION PRESSURE COMPUTATIONS			
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
MO TO 0500			T	0.1		25	23	X	X	X	X	X	X	X	X	X	X	0545 11/17/75 23:47
0500			T	0.1	3	25	23		3									ATT THERM 60
1130			T	0.1	9	34	24		6				53					OBS'D BAR 61
1735			0	0	8	44	33		6									TOTAL COR 62
2330			0	0	8	37	27		6									STA PRESS 63 28.100 28.050 28.000 28.160
MO			0	0	8	27	27											BAROGRAPH 64 28.100 28.060 28.020 28.160
																		SAP CORR 65 0 005 1011 0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP		24-HR MIN TEMP		24-HR PRECIP WATER		24-HR SNOWFALL UNMLTD		SNOW DEPTH		PEAK GUST			THICKNESS OF ICE		FROZEN GROUND		RIVER GAGE	24-HR MAX MIN		WATER BLUES	PRECIP AT THIRSTM	BEGAN	ENDED	DUR TO VIS	BEGAN	ENDED	DUR																				
66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93																				
44	23	T	0.2	9															88	35	150	S-	0050	0645																							
																						SP-	0245	0330																							

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 6:47 SUNSET 6:40

0000: 1.42
0530: 1.72
1130: 1.42
2230: 1.42
0000: 1.42

Incl #3
D7-UFOB-2-57

22W 1728

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 17 1955

TIME (LST)	STATION PRESSURE (IN)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	NET 3-HR CHANGE	WIND DIR	WIND SPC
						LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER						
						AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT				
0055	28.170	25.0	22.7	72	10	5	Pc	5	5	ST	M10	10	U			10		T			
0155	28.170	23.3	21.8	77	10	5	ST	10	5	Sc	M12	10	U			10		T			
0255	28.165	23.8	23.0	86	10	10	Sc	M18	U				U			10	7.065	T			
0355	28.16	23.8	23.0	86	10	5	Sc	15	5	Sc	M25	10	U			10		T			
0455	28.170	23.8	23.0	86	10	10	Sc	M12	U				U			10		T			
0555	28.160	23.8	23.0	86	10	6	Sc	M12	4	Sc	28'	10	U			10	7.055	T			
0655	28.160	25.2	24.4	87	10	3	Sc	13	7	Sc	M20	10	U			10		T	0		
0755	28.090	26.5	25.7	88	10	1	Sc	13	7	Sc	M18	10	U			10		T	0		
0855	28.090	28.0	26.4	80	10	10	ST	M11	U				U			10	6.080	T	0		
0955	28.080	27.5	27.5	77	10	1	Sc	M17	U				U			10		T	0		
1057	28.070	31.6	31.0	75	7	7	Sc	M16	U			7	0		2	0		T	15		
1155	28.050	33.8	32.3	68	3	3	Sc	20	0			3	0		3	0		T	60		
1255	28.040	35.3	33.9	67	3	3	Sc	25	0			3	0		3	0		T	60		
1357	28.031	40.1	35.3	58	3	3	Sc	25	0			3	0		3	0		T	60		
1455	28.025	43.0	35.5	47	3	3	Sc	45	0			3	0		3	0		T	60		
1555	28.020	44.0	34.8	37	2	2	Sc	50	0			2	0		2	0		T	60		
1658	28.030	41.2	33.1	40	0	0	Sc	50	0			0	0		0	0		T	60		
1757	28.030	39.2	30.8	35	0	0	Sc	50	0			0	0		0	0		T	60		
1852	28.060	35.2	28.8	44	0	0			0			0	0		0	0		T	10		
1954	28.060	34.0	28.9	45	0	0			0			0	0		0	0		T			
2053	28.110	31.1	27.2	60	0	0			0			0	0		0	0		T			
2152	28.120	28.9	26.7	65	0	0			0			0	0		0	0		T			
2255	28.150	28.1	23.9	69	0	0			0			0	0		0	0		T			
2355	28.160	27.2	25.1	74	0	0			0			0	0		0	0		T			

SYNOPTIC OBSERVATIONS

TIME (LST)	WIND DIR	WIND SPC	SEA STATE	SEA SWELL	SEA PERIOD	WATER TEMP	SOIL TEMP	STATION PRESSURE COMPUTATIONS
0055	7	11	2			25	22	28.170
0155	7	11	2			25	22	28.170
0255	7	11	2			25	22	28.165
0355	7	11	2			25	22	28.160
0455	7	11	2			25	22	28.170
0555	7	11	2			25	22	28.160
0655	7	11	2			25	22	28.160
0755	7	11	2			25	22	28.090
0855	7	11	2			25	22	28.090
0955	7	11	2			25	22	28.080
1057	7	11	2			25	22	28.070
1155	7	11	2			25	22	28.050
1255	7	11	2			25	22	28.040
1357	7	11	2			25	22	28.031
1455	7	11	2			25	22	28.025
1555	7	11	2			25	22	28.020
1658	7	11	2			25	22	28.030
1757	7	11	2			25	22	28.030
1852	7	11	2			25	22	28.060
1954	7	11	2			25	22	28.060
2053	7	11	2			25	22	28.110
2152	7	11	2			25	22	28.120
2255	7	11	2			25	22	28.150
2355	7	11	2			25	22	28.160

DLHAKL DLHQ000Z 13 MARCH 1959

STC 555 23029 35 2 57667 02318 77043 53785 50752 74772
03151 40283 35392 33357 37017 37000 0XXXX 12301 37003 0XXXX
20763 05994 0XXXX 15379 03003 0XXXX 10253 05999 0XXXX

55555 03972 02591 11952 01523 22932 52532 33771 57745 44672
66304 55553 67755 56543 55733 10171 33000 0XXXX 13

UV STC 23950 22205 2203 42200 2300 52512 2010 32924 3024 73333
3139 43244 53247 33351 33351 53267

65523 05735 00995 02213 01995

5555 77371 90931 56565 23300 21700 21000

INL 9999Z 13 MARCH 1959 MISSING THIS STA

1200Z 13 MARCH 1959

STC 655 11012 35435 52555 03022 7303- 62764 03110 50749 77007
7905 40263 90990 0XXXX 30393 93990 0XXX 25233 01000 0XXXX
20762 93995 032//35/5/

CORR TO ADV

20762 93995 0XXXX 15334 00990 0XXXX 10250 00004 0XXXX

55555 00956 51541 11836 52559 2753 577-0 33581 74 22 44565
73363 10171 33602 0XXXX 07

UV STC 11940 22412 2515 -24-- 2925 32925 2927 02955 0314 037-
72955 43933 63067 72933

STC 65511 05733 01990 02205 03003
66566 13500 16397 04203 01301

UV STC. 11 XMTD

INL 747 12004 35425 55563 02750 70017 53775 02724 50713 33915
02631 40227 93993 02335 30356 05993 02343 23252 97197 02733
20737 95994 02333 13355 95990 33033 10241 93993 03313

55555 00957 53555 11829 55574 02750 50655 33697 53775 47555
73353 10171 24095 12735 05

UV INL 12941 21919 2122 42724 2024 52923 2325

INL 74712 05733 93999 00713

55555 35435 39004 66566 12390 04707

UV INL 99997 00913

0300Z 14 MARCH 1959

UNCLASSIFIED

AFCIN-4 (1) Friend/ac

69216/S. Ag 263

Typed 29 Apr 59

Hqs., AEG, 20 April 59. Subj: (U) Analysis of UFO Report

AFCIN-4E

1st Ind.

Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

TO: Hqs., Air Defense Command, Ent Air Force Base, ATTN: ADODI,
Colorado Springs, Colo.

The subject UFO report is presently being investigated by the
1006th AICG. As soon as this Center receives the report of investi-
gation and the analysis is completed, your office will be informed of
the conclusions.

FOR THE COMMANDER:

H. K. GILBERT
Colonel, USAF
Deputy for Sciences
and Components

DOWNLOADED AT 11:00 AM 11/11/03

Classification Cancelled
(or changed to UNCLASSIFIED)
Auth: Quantico, VA, COMUSCIB
By: [Signature] DPT (UFG)
Date: 27 Jan 69
[Signature]

UNCLASSIFIED

WBAW 10A

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION _____

DATE

MAR 13 1954

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTIMETER SET (Inch)	REMARKS AND SUPPLEMENTAL DATA	OBSERVER INITIALS
								DIRECTION	SPEED (kts)	CHARACTER AND SHIFTS			
L	0011	130M 210	15+										JP
H	0055	50M 100	12	S-	075	25	17	N	7		767	5850	JB
S2	0112	R 2A	3	S-				N	6				FI 0115
S3	0117	R 2A	1 1/2	S-				↑ N	8			VERY 1 3/4 RAINY 02	JA
S4	0137	100M 1450	6	S-				↑ N	6				JB
R	0155	100M 1420	7	S-	071	23	17	N	8		766		JB
R	0205	M 140	7	S-SP-	067	24	20	← N	8		764	720 1500	JB
R	0210	M 140	7	S-SP-				← N	8				JB
R	0225	150M 1250	10	S-	074	24	20	← N	8		763		JB
S6	0405	100M 120	10	S-				← N	8				JB
R	0415	100M 120	12	S-	077	21	20	N	9		764		JB
R	0430	M 140	1								762	10400	JB
R	0445	130M 120	12		077	25	21	↑ N	7		761	2400	JB
R	0500	150M 120	10		071	23	20	↑ N	8		761		JB
R	0515	150M 120	10		077	23	20	↑ N	8		761		JB
R	0530	150M 120	12		077	23	20	↑ N	8		761		JB
XY	1955	1170	15		034	30	23	↑	8		756	7400	JB
R	1125	1170	15										JB
R	1157	1170	15+		021	32	24	↑	8		755		JB
R	1210	1200	15+					↑	12				JB
R	1215	1200	15+		022	34	25	↑	8		754		JB
R	1220	1200	15+		020	34	25	↑	12		752		JB
R	1225	1200	15+		017	41	27	↑	12		751		JB
R	1230	1200	15+		017	41	27	↑	12		751	2100 1100	JB
R	1235	1200	15+		011	41	27	↑	13		749		JB
R	1240	1200	15+										JB
R	1245	1200	15+		014	41	27	↑	12		750		JB
R	1250	1200	15+		017	34	25	↑	12		750		JB
R	1255	1200	15+		017	34	25	↑	10		750		JB
R	1300	1200	15+		024	34	25	↑	12		750		JB
R	1305	1200	15+		044	31	24	↑	11		750	220	JB
R	1310	1200	15+										JB
R	1315	1200	15+		053	28	22	↑	12		750		JB
R	1320	1200	15+		061	27	21	↑	12		750		JB

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION

DATE MAR 13 1950

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIMETER SET (Inches)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVER INITIALS
								DIRECTION	SPEED (kts)	CHARACTER AND SHIFTS			
L	0011	130M210	15+										JB
L	0101	50M100	12	S-	075	25	17	N	7		967	5850	JB
S2	0112	RXX	3	S-				N	6				JB
S2	0117	RXX	1 1/2	S-				N	8			VBV 1 3/4 RAINY OI	JB
S4	0137	100M450	6	S-				N	6				JB
R	0155	100M120	7	S-	071	23	17	N	8		966		JB
R	0203	M130	7	S-SP-	064	24	20	N	8		964	722 15XX	JB
R	0208	M140	7	S-SP-				N	8				JB
R	0220	150M250	10	S-	054	24	20	N	8		962		JB
S2	0405	10M120	10	S-				N	8				JB
R	0405	M120	12	S-	027	24	20	N	9		960		JB
R	0405	M120	12	S-	041	24	20	N	9		958	10409	JB
R	0415	130M200	12		044	25	27	N	7		958	SE45	JB
R	0425	130M180	12		041	27	23	N	8		957		JB
R	0430	140M180	15					N	10				JB
R	0438	M110	12		037	28	23	N	10		957	610 16XX	JB
R	0441	M120	12					N	10				JB
R	0455	M120	15		034	30	23	N	8		956	THIN STRAT CLOUDS	JB
R	0500	M120	15					N	8				JB
R	0507	M110	15+		031	32	24	N	8		955		JB
R	0510	M110	15+					N	8				JB
R	0515	250	15+		027	31	23	N	8		954		JB
R	0520	250	15+		020	33	24	N	10		952		JB
R	0527	250	15+		014	41	27	N	10		951		JB
R	0535	400	15+		010	43	29	N	12		950	210 1100	JB
R	0555	500	15+		007	47	31	N	13		949		JB
L	1630	O	15+					N	13				JB
R	1638	O	15+		014	41	19	N	17		950		JB
R	1644	O	15+		035	38	14	N	12		952		JB
R	1650	O	15+		017	35	15	N	10		954		JB
R	1656	O	15+		024	34	15	N	12		956		JB
R	1703	O	15+		044	31	17	N	11		957	320	JB
R	1710	O	15+		057	27	20	N	14		961		JB
R	1717	O	15+		053	28	19	N	12		962		JB
R	1724	O	15+		061	27	20	N	11		964		JB

STC0000Z 13 MARCH

STC 655 23029 35452 57657 32313 73943 65730 33824 50762 74770
33151 40273 55392 33857 30913 00000 0XXXX 23301 37003 00000
0768 35004 0XXXX 15379 00000 0XXXX 17250 97999 0XXXX

55555 00072 02591 11062 01627 22302 62534 55771 60745 44632
66304 55653 67756 55643 65705 10171 35739 XXXXX 17

UN STC 23953 22205 2203 42200 2300 62511 2919 62024 3024 03000
3139 43244 63247 33051 03731 53767

65523 25736 00996 02213 01095

5555 77371 93931 66666 23309 21705 01021

INL 9999Z 13 MARCH 1959 MISSING THIS BIA

1200Z 13 MARCH 1959

STC 655 11012 35433 52555 03022 7403- 62764 33829 50749 77007
07905 40263 90000 0XXXX 30393 93999 0XXX 23283 71999 0XXXX
20762 93996 03277 35757

CORR TO ADV

20762 93996 0XXXX 15334 00007 0XXXX 18257 00994 0XXXX

55555 00956 51541 11336 52550 2753 377-0 55671 74320 44966
73563 10171 33602 XXXXX 17

UN STC 11040 22412 2316 -24- 2025 32025 2927 72051 3714 00000
22935 45937 63067 72093

STC 65511 05733 01993 02206 00000
66666 18500 16397 04203 01501

UN STC 11 YMTD

INL 747 12704 35425 55555 02733 70017 65775 01724 50725 73111
02631 40227 93993 02375 50958 06093 02343 29202 07008 00000
20737 93994 02533 15359 06000 00000 18241 00000 00717

55555 00007 55555 11023 55574 22753 63852 53507 60770 44563
73357 10171 24703 12733 00

UN INL 12941 21019 2120 45724 2025 22000 2000

INL 74712 35757 00000 00717

55555 55456 00004 66666 11000 74777

UN INL 00007 00913

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION WASH DC METRO

DATE MAR 13 1959

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTIMETER SET (Inch)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVERS INITIALS
								DIRECTION	SPEED (MPH)	CHARACTER AND SHIFTS			
L	0011	130M210	154										JB
R	0030	50M100	12	S-	075	25	17	↖	7		767	5850	JB
S2	0112	58X	3	S-				↖	6				FIB JB
S2	0117	57X	1 1/2	S-				↖	8			VSBY 1 3/4 RWY 09	JB
S4	0137	100M1450	6	S-				↖	6				JB
R	0138	100M120	7	S-	071	23	17	↖	8		766		JB
R	0223	M120	7	S-SP-	067	24	20	↖	8		764	722 15 XX	JB
S2	0321	M140	7	S-SP-				↖	8				JB
R	0325	150M250	10	S-	054	24	20	↖	8		762		JB
S2	0415	M120	10	S-				↖	8				JB
R	0450	M120	12	S-	047	24	20	↖	9		760		JB
R	0520	M110	12	S-	041	24	20	↖	8		758	70409	JB
R	0605	130M200	12		044	25	22	↖	7		758	SE45	JB
R	0720	130M180	12		041	27	23	↑	8		757		JB
S	0720	M120	15					↑	10				JB
R	0858	M110	12		037	28	23	↑	10		759	610 16 XX	JB
L	0951	M120	12										JB
R	0958	M120	15		034	30	23	↑	8		756	THIN SPOKE WIND	JB
L	1125	M120	15									ENCLOS	JB
S	1047	M120	154		031	32	24	↖	8		755		JB
S	1110	140	154					↖	12				JB
R	1150	200	154		027	37	23	↖	8		754		JB
S	1255	250	154		020	38	24	↖	12		752		JB
R	1327	250	154		014	41	27	↖	12		752		JB
R	1455	450	154		010	43	24	↖	12		750	710 1100	JB
R	1555	500	154		007	45	19	↖	13		749		JB
L	1630	0	154										JB
R	1638	0	154		014	41	19	↖	17		756		JB
R	1704	0	154		025	37	14	↖	15		752		JB
R	1831	0	154		027	35	15	↖	10		754		JB
R	1904	0	154		034	34	15	↖	12		756		JB
R	2023	0	154		044	31	17	↖	11		757	320	JB
R	2105	0	154		057	26	20	↖	14		761		JB
R	2250	0	154		053	28	19	↖	12		763		JB
R	2320	0	154		061	27	20	↖	11		764		JB

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

FORM 10 8

STATION

DATE MAR 19 1955

CLOUDS AND OBSCURING PHENOMENA

REL. HUMIDITY	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	NET CHANGE	T	I	C	N				
		LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER												
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40				
72	10	5	PK	5	5	ST	M10	10	U			U			10				T				
77	10	5	ST	10	5	SC	M12	10	U			U			10				T				
50	10	10	SC	M18	U				U			U			10	7	0.65		T				
36	10	5	ST	10	5	SC	M25	10	U			U			10				T				
	10	10	SC	M12	U				U			U			10				T				
				M13	4	SC	25	10	U			U			10	7	0.51		T				
47	10	3	ST	13	7	SC	M20	10	U			U			10				T			0	
54	10	1	SC	13	9	SC	M18	10	U			U			10				T			0	
80	10	10	ST	10	U				U			U			10				T			0	
77	10	10	ST	10	U				U			U			10				T			0	
15	7	3	ST	15	0			7	0			3	0		7				T			15	
67	3	3	ST	15	0			3	0			3	0		3	1	0.35		T			60	
47	3	3	ST	15	0			3	0			3	0		3				T			60	
55	3	3	ST	25	0			3	0			3	0		3				T			60	
47	3	3	ST	45	0			3	0			3	0		3				T			60	
37	2	2	ST	50	0			2	0			2	0		2				T			60	
31	0	0	SC	50	0			0	0			0	0		0				T			60	
35	0	0	SC	50	0			0	0			0	0		0	3			T			60	
44	0	0	SC	50	0			0	0			0	0		0				T			10	
45	0	0	SC	50	0			0	0			0	0		0				T			10	
60	0	0	SC	50	0			0	0			0	0		0	3	0.60		T			10	
63	0	0	SC	50	0			0	0			0	0		0				T			10	
67	0	0	SC	50	0			0	0			0	0		0				T			10	
70	0	0	SC	50	0			0	0			0	0		0	2	0.20		T			10	

SYNOPTIC OBSERVATIONS

SYNOPTIC OBSERVATIONS														STATION PRESSURE COMPUTATIONS					
WIND	TEMP	TEMP	WIND	STATE	SEA	WELL	SWELL	WATER	SOIL	TEMP	TEMP	TEMP	TEMP	TIME (GMT)	00	06	12	18	24
DIR	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
20	27	27												0545	1147	1210	2347		
7	44	43												28.03	28.05	28.07	28.10		
8	27	27												28.10	28.12	28.14	28.16		

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)										PRECIP & THORSTM				OBSTN TO VIS					
WIND	TEMP	TEMP	WIND	STATE	SEA	WELL	SWELL	WATER	SOIL	TEMP	TEMP	TEMP	TEMP	TIME (GMT)	00	06	12	18	24
DIR	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
8	27	27												0000	1.42				
														0330	1.42				
														1440	1.30				
														2325	1.42				
														0000	1.42				

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
 SURFACE WEATHER OBSERVATIONS

STATION *WPA* DATE *MAR 13 1958*

TIME (LST)	STATION PRESSURE (PS)	DRY BULB (°F)	WET BULB (°F)	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOT OPA COV
						LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER			
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT	
0051	25.19	25.0	22.9	72	12	5	Pa	5	5	St	10	10	U					1
0155	25.18	25.3	21.8	77	10	2	St	10	3	Sc	10	12	10	U				1
0258	25.18	25.2	23.0	86	11	10	Sc	M18	U				U					1
0358	25.17	25.8	23.0	86	13	5	Sc	15	5	Sc	M25	10	U					1
0458	25.17	23.1	32.0	86	10	10	Sc	M12	U				U					1
0558	25.106	23.4	32.0	86	12	10	Sc	M13	4	Sc	23	10	U					1
0658	25.100	25.2	30.4	89	10	3	Sc	13	7	Sc	M10	10	U					1
0758	25.079	26.5	28.7	89	10	1	Sc	13	9	Sc	M18	10	U					1
0858	25.190	28.0	28.4	80	10	10	St	M	U				U					1
0958	25.180	29.5	31.5	71	10	10	Sc	M12	U				U					1
1057	25.220	31.1	31.0	75	7	2	Sc	M14	0				0					1
1158	25.220	33.0	31.0	68	3	3	Sc	M	0				0					1
1258	25.220	34.0	31.1	67	3	3	Sc	M15	0				0					1
1357	25.130	34.1	35.3	58	3	3	Sc	25	0				0					1
1457	25.125	34.0	35.5	49	3	3	Sc	45	0				0					1
1557	25.100	34.0	34.8	37	2	2	Sc	50	0				0					1
1657	25.082	34.2	33.1	40	0	0	Sc	50	0				0					1
1757	25.072	39.2	31.1	35	0	0	Sc	57	0				0					1
1857	25.060	32.2	26.8	44	0	0	Sc	57	0				0					1
1957	25.050	34.0	28.8	45	0	0	Sc	57	0				0					1
2053	25.110	31.1	27.2	60	0	0	Sc	57	0				0					1
2153	25.102	31.1	26.1	64	0	0	Sc	57	0				0					1
2253	25.100	31.1	25.1	69	0	0	Sc	57	0				0					1
2357	25.116	27.2	25.1	74	0	0	Sc	57	0				0					1

SYNOPTIC OBSERVATIONS

TIME	TIME	PRECIP	SNOW	SNOW	MAX	MIN	HGT	STATE	SEA	WELL	Swell	WATER	SOIL	STA
(LST)	LOCAL	(IN)	(IN)	DEPTH	TEMP	TEMP	SURFACE	DIR	DIR	HGT	PERIOD	TEMP	TEMP	TIME (LST)
01	42	44	45	44	47	48	49	50	51	52	53	54	55	56
05					75	77								59
10					45	47								61
15	7	6	9	24	24	24		6				53		62
20	0	0	0	44	43	43		6						63
25	0	0	0	27	27	27		6						64
30	0	0	0	27	27	27		6						65

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

4-HR PERG	4-HR 24-HR	PEAK GUST	ICE - FROZEN GRND	PRECIP & THDRSTM	BEGAN	ENDED	BAR
MAX	MIN	DIR	TYPE	DIR	HR	HR	Hrs. Mps
48	57	88	NO				
44	25	7	NO				

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0518 SUNSET 1622

0051 1.42
 0155 1.17
 0258 1.20
 0358 1.2
 0458 1.12

Incl #3

D7-VFOB-2-59

STG200Z 13 MARCH 1959

STC 655 23029 35452 57567 02310 72047 55755 03024 57752 74772
03151 40283 56392 0 067 30017 00000 00000 00000
22763 05094 0XXXX 15370 00005 00000 10235 03000 0XXXX
55555 70972 02591 11962 01623 02702 50552 30731 50743 40672
56304 55538 67756 56543 53733 17171 55230 0XXXX 13

UW STC 23050 22206 2223 42200 2530 62612 2917 32021 0004 0000
23159 43244 53247 35751 37751 51767
65523 05735 03096 02213 01006
55555 77371 90931 56566 23300 21773 01000

INL 9999Z 13 MARCH 1959 MISSING THIS STA

1200Z 13 MARCH 1959

STC 655 11012 35433 52555 03022 7095- 62754 03020 00740 07007
07905 40263 90990 0XXXX 00303 07000 0XXXX 03273 01000 0XXXX
22762 93996 032//33/5/
CORR TO ADV
20762 93996 0XXXX 15334 00000 0XXXX 10254 03004 0XXXX

55555 00956 51541 11355 52550 2 53 577-0 33631 74722 44566
73863 10171 33602 0XXXX 07

UW STC 11940 22412 2316 -24-- 2025 32025 0027 02053 0314 07--
22933 48933 63067 72993

STC 65511 05733 01000 02205 00000
66666 13500 15397 04203 01501

UW STC 11 YMTD

INL 747 12304 35425 55553 02730 70017 63773 02724 57723 03010
02631 4022 93990 02333 30356 05007 02340 05252 07007 02333
20737 95994 02733 15355 05007 05335 10241 93993 05017

55555 00957 53555 11329 55574 20755 60653 53607 51775 44333
3353 10171 24395 12733 01

UW INL 12941 21019 2122 42714 0024 52020 2325

INL 74712 05733 03000 00710

55555 55436 39004 66666 10300 14770

UW INL 99997 03913

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION


DATE

MAR 13 1954

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIB- ILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIM- ETER SET (Inch)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSER- VERS INITIALS
								DIREC- TION	SPEED (Kts)	CHARAC- TER AND SHIFTS			
L	0011	130M 210	15+										JB
R	0050	50M 100	12	S-	075	25	17	R	7		967	5850	JB
S2	0117	R 2X	3	S-				R	6				F10 JB
S3	0111	R 2X	1 1/2	S-				↑ R	8			VSBY 1 3/4 RAINY 07	JB
S4	0137	100M 450	6	S-				↑ R	6				JB
R	0135	100M 420	7	S-	071	23	17	R	8		966		JB
R	0205	M 120	7	S-SP-	064	24	20	← R	8		964	722 15 XX	JB
S	0201	M 140	7	S-SP-				← R	8				JB
R	0225	150M 250	10	S-	054	24	20	← R	8		962		JB
S	0410	M 120	10	S-				← R	8				JB
R	0405	M 120	12	S-	047	24	20	R	9		960		JB
R	0400	M 110	11	S-	044	24	20	R	8		958	70409	JB
R	0405	130M 200	12		044	25	22	↑ R	7		958	5E45	JB
R	0405	130M 180	12		041	24	23	↑	8		957		JB
R	0405	M 110	15					↑	10				JB
R	0458	M 110	12		037	28	23	↑	10		954	670 16 XX	JB
L	0451	M 110	12										JB
R	0458	M 110	15		034	30	23	↑	8		956	THIN AT 200 1000	JB
L	0455	M 110	15										JB
S	0457	M 110	15+		031	32	24		8		955		JB
R	0450	M 110	15+						8				JB
R	0455	250	15+		027	34	23	↑	8		954		JB
S	0455	250	15+		020	38	24	↑	10		952		JB
R	0457	250	15+		014	41	27	↑	12		951		JB
A	0455	450	15+		010	43	24	↑	12		950	710 1100	JB
R	0455	500	15+		007	47	19	↑	12		949		JB
L	0604	O	15+										JB
R	0608	O	15+		014	41	19	→	17		950		JB
R	0604	O	15+		020	38	14	→	15		952		JB
R	0606	O	15+		017	35	15	→	10		954		JB
R	0604	O	15+		024	34	15	→	12		956		JB
R	0605	O	15+		044	31	19	→	11		957	320	JB
R	0605	O	15+		057	26	20	→	14		961		JB
R	0606	O	15+		053	28	17	→	12		962		JB
R	0608	O	15+		061	27	20	→	11		964		JB

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)


UNCLASSIFIED

FILE NO.

SUBJECT IR D7-UFOB-2-59

TO AFCIN-4E4g

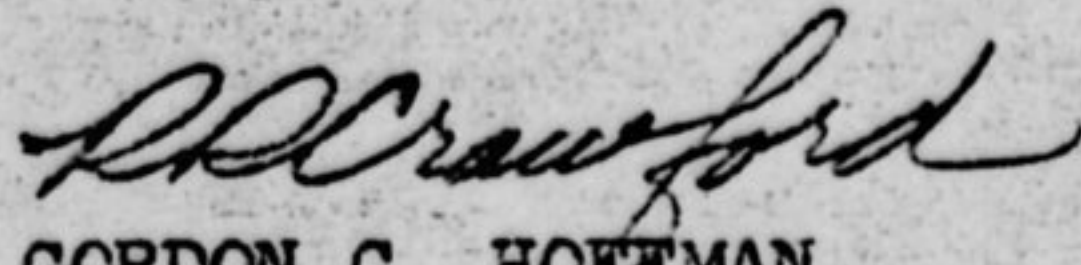
FROM AFCIN-4E1

DATE 21 Apr 59 COMMENT NO. 1

AFCIN-4E1a/W. L. Picklesimer/jc
74201/Bldg 828/Rm 241

Attached report (D7-UFOB-2-59) is principally concerned with visual sightings of flashing colored lights. The apparent AI radar sightings reported by one F-102 pilot appear to be more like interference than an actual paint. Also, the other F-102 pilot did not obtain any radar contacts. Finally, neither the F-89 nor the ground radar reported any contact with the UFO. Hence, it is suggested that this report be evaluated on the basis of the visual sightings rather than the reported meager radar data.

1 Incl
IR D7-UFOB-2-59


GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1

Classification Cancelled
(or changed to _____)
Auth. _____
By _____
Date 29 Apr 69

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIB 620010

UNCLASSIFIED

DD FORM 96
1 FEB 50

REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 96673

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION _____

DATE MAR 1 1952

TIME (LST)	STATION	WET BULB	REL. HUMIDITY	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA															
					LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER						
					AMT	DIR	HEIGHT	AMT	DIR	HEIGHT	AMT	DIR	HEIGHT	AMT	DIR	HEIGHT				
005	20190	25.0	22.9	72	5	Ps	5	5	ST	mi	10	0	0	0	0	0	0	0		
015	20190	25.3	22.6	77	5	ST	5	5	ST	mi	12	0	0	0	0	0	0	0		
025	20190	25.0	23.0	81	10	ST	10	10	ST	mi	15	0	0	0	0	0	0	0		
035	20190	25.0	23.0	81	10	ST	10	10	ST	mi	25	0	0	0	0	0	0	0		
045	20190	25.0	22.2	89	10	ST	10	10	ST	mi	25	0	0	0	0	0	0	0		
055	20190	25.2	20.4	81	10	ST	10	10	ST	mi	20	0	0	0	0	0	0	0		
065	20190	26.5	25.7	89	10	ST	10	10	ST	mi	15	0	0	0	0	0	0	0		
075	20190	26.0	24.4	80	10	ST	10	10	ST	mi	15	0	0	0	0	0	0	0		
085	20190	26.5	27.5	77	10	ST	10	10	ST	mi	15	0	0	0	0	0	0	0		
095	20190	26.6	27.0	73	7	ST	7	7	ST	mi	0	0	0	0	0	0	0	0		
105	20190	26.8	30.2	68	3	ST	3	3	ST	mi	0	0	0	0	0	0	0	0		
115	20190	26.0	31.9	67	3	ST	3	3	ST	mi	0	0	0	0	0	0	0	0		
125	20190	25.0	35.2	58	3	ST	3	3	ST	mi	0	0	0	0	0	0	0	0		
135	20190	24.0	35.5	47	3	ST	3	3	ST	mi	0	0	0	0	0	0	0	0		
145	20190	24.0	34.0	57	1	ST	1	1	ST	mi	0	0	0	0	0	0	0	0		
155	20190	24.2	33.1	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
165	20190	24.2	30.2	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
175	20190	24.0	28.8	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
185	20190	24.0	28.0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
195	20190	24.1	27.2	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
205	20190	24.1	26.7	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
215	20190	24.1	23.4	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
225	20190	27.2	25.1	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

SYNOPTIC OBSERVATIONS																	
TIME (LST)	WIND	WIND DIR	WIND SPCD	SEA	SWELL	SWELL DIR	SWELL PERIOD	WATER TEMP	SOIL TEMP	REL. HUMIDITY	PRECIP	SIG. PRECIP	WIND DIR	WIND SPCD	SEA	SWELL	SWELL PERIOD
005	0	0	0	0	0	0	0	0	0	72	0	0	0	0	0	0	0
015	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0
025	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	0	0
035	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	0	0
045	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0
055	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	0	0
065	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0
075	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0
085	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0
095	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0
105	0	0	0	0	0	0	0	0	0	73	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0
125	0	0	0	0	0	0	0	0	0	67	0	0	0	0	0	0	0
135	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	47	0	0	0	0	0	0	0
155	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	0
165	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0
175	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0
185	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0
195	0	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0
225	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	0	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)																	
WIND DIR	WIND SPCD	SEA	SWELL	SWELL PERIOD	WATER TEMP	SOIL TEMP	REL. HUMIDITY	PRECIP	SIG. PRECIP	WIND DIR	WIND SPCD	SEA	SWELL	SWELL PERIOD	WATER TEMP	SOIL TEMP	REL. HUMIDITY
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

REMARKS: NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 5:11 AM SUNSET 6:47 PM

0050' 1.12
0455' 1.76
1130' 2.30
2120' 1.72
0500' 1.12

2200' 1.72 1725

Serial # 3
D7-UFOB-2-59

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

FORM 308

STATION _____ DATE MAR 15 1955

STA. NO.	CLOUDS AND OBSCURING PHENOMENA														TOTAL OPAQUE SKY COVER	PRES- SURE TENDENCY	NET 3-HR CHANGE	WIND DIR	WIND SPEED
	LOWEST LAYER			SECOND LAYER			SHADE TOTAL	THIRD LAYER			FOURTH LAYER								
AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT		TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	39	40		
10	3	FR	5	S	ST	M10	10	U				10					T		
11	3	FR	10	S	ST	M12	10	U				10					I		
12	10	ST	M18	U				U				10			7.065		I		
13	5	ST	15	U				U				10					T		
14	10	ST	M12	U				U				10					T		
15			M2	4	ST	25	10	U				10			7.055		T		
16	5	ST	13	7	ST	M10	10	U				10					T		
17	1	ST	13	9	ST	M18	10	U				10					O		
18	10	ST	U	U				U				10					O		
19	7	ST	M11	U				U				10					O		
20	7	ST	M10	0			2	0				7					15		
21	3	ST	25	0			3	0				3			1.000		60		
22	3	ST	25	0			3	0				3					60		
23	3	ST	25	0			3	0				3					60		
24	3	ST	45	0			3	0				3			2.000		60		
25	1	ST	50	0			2	0				2					60		
26	0	0	50	0			0	0				0					60		
27	0	0	50	0			0	0				0			3.000		60		
28	0	0		0			0	0				0					10		
29	0	0		0			0	0				0							
30	0	0		0			0	0				0			3.000				
31	0	0		0			0	0				0							
32	0	0		0			0	0				0			2.000				

SYNOPTIC OBSERVATIONS

MAX	MIN	HGT	DATE	DIR	SWELL	SWELL	SURF	WATER	SOIL
TEMP	TEMP	MSL	OF	STATE	HGT	PERIOD	TEMP	TEMP	TEMP
27	22	49	50	51	52	53	54	55	56
25	22								
25	22								
27	22								
44	22								
27	22								
27	22								

STATION PRESSURE COMPUTATIONS

TIME LEFT	0045
27	1147
28	1210
29	2347
30	
31	
TOTAL CORR	
SEA PRESS	28.00
31	28.00
32	28.00
33	28.00
34	28.00
35	28.00
36	28.00
37	28.00
38	28.00
39	28.00
40	28.00

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

PEAK WIND	DIR	VELOCITY	WIND CHILL	RELATIVE HUMIDITY	WIND DIRECTION	WIND VELOCITY	WIND CHILL	RELATIVE HUMIDITY

NOTES AND MISCELLANEOUS PHENOMENA

1725

259

STC 0000Z 13 MARCH 1959

STC 655 23820 35452 07657 02813 77043 69731 30824 13752 7477
3131 40233 36792 35067 30017 77008 10000 29531 27301 27013
23763 05994 0XXXX 15370 00000 0XXXX 10290 00000 0XXXX
55555 00072 02301 11952 71627 22731 62542 13751 67713 44571
66304 55353 67756 66643 65723 13171 35229 0XXXX 13

UW STC 23953 22206 2203 42290 2370 62612 2010 32324 3024 23713
23139 43244 63247 33051 03051 33067

65523 03736 00096 02213 01996

05555 77371 90931 66666 23300 21703 01002

INL 9999Z 13 MARCH 1959 MISSING THIS STA

0200Z 13 MARCH 1959

STC 655 11012 35433 52355 01722 7003- 52764 03029 37740 77007
07905 40263 93900 0XXXX 30793 93909 0XXXX 23203 01990 0XXXX
20762 93996 032/03/5/
CORR TO ABV
0762 93996 0XXXX 13304 00000 0XXXX 10030 03904 0XXXX

55555 00066 51341 11335 52350 2737 377-0 13031 74022 04966
73663 10171 33602 0XXXX 07

UW STC 11947 22412 2716 -24-- 2025 30025 2027 72035 0010 730-
2035 47953 63057 72993

STC 65511 05735 01000 32206 00000
66666 13300 16397 04203 01301

UW STC 11 0000

INL 747 12004 35425 55361 02752 70017 03770 00730 62705 01010
02531 40027 03003 02335 30396 05197 02743 03022 07000 02007
20737 05004 02737 15365 06000 07000 10141 00000 00010

55555 00057 55555 11320 33374 21750 60000 00000 00000 00000
3333 17171 24003 12733 03

UW INL 12941 01010 0122 4.724 2.000 00000 000

INL 74712 05737 98000 03717

55555 55435 09734 66666 12700 04000

UW INL 99997 00913

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION WINDY HARBOR

DATE MAR 13 1950

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mbs)	TEMP. (°F)	DEW PT. (°F)	WIND			ALTIMETER SET (mbs)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVER'S INITIALS
								DIRECTION	SPEED (kts)	CHARACTER AND SHIFTS			
L	0011	130M 210	15+										JB
R	0015	50M 100	12	S-	075	25	17	R	7		767	5850	JB
S2	0112	R 8 X	3	S-				R	6				Fig 215
S3	0117	R 7 X	1 1/2	S-				↑	8			VSBY 1 3/4 RNDY 07	JA
S4	0131	100M 450	6	S-				↑	6				JB
R	0135	100M 120	7	S-	071	23	17	R	8		766		JA
R	0235	M 180	7	S-SR-	064	24	20	←	8		904	722 15 XX	JB
S1	0321	M 140	7	S-SR-				←	8				JB
R	0325	150M 250	10	S-	054	24	20	←	8		982		JB
S1	0405	M 120	10	S-				←	8				JA
R	0455	M 120	12	S-	047	24	20	R	9		960		JA
R	0500	M 170	12	S-	044	24	20	R	8		958	70409	JA
R	0615	130M 300	12		044	25	22	↑	7		958	545	JB
R	0700	130M 180	12		041	27	23	↑	8		957		JB
S1	0722	M 120	15					↑	10				JA
R	0858	M 110	12		037	28	23	↑	10		959	670 16 XX	JA
L	0901	M 112	12										JA
R	0958	M 117	15		034	30	23	↑	8		956	741A 3400 10000	JA
L	1000	M 110	15									512 240	JA
S	1047	M 110	15+		021	32	24	↑	12		955		JA
S2	1100	160	15+					↑	12				JA
R	1155	200	15+		027	31	23	↑	8		954		JA
S	1255	250	15+		020	34	24	↑	12		952		JA
R	1307	250	15+		014	41	27	↑	12		950		JA
R	1405	450	15+		010	43	29	↑	12		950	210 1100	JA
R	1555	500	15+		009	45	29	↑	13		949		JA
L	1630	0	15+										JA
R	1638	0	15+		014	41	27	→	17		950		JA
R	1704	0	15+		020	38	24	→	15		952		JA
R	1806	0	15+		027	35	25	→	10		954		JA
R	1904	0	15+		034	34	25	→	12		956		JA
R	2003	0	15+		044	31	27	→	11		957	370	JA
R	2100	0	15+		053	28	25	→	14		961		JA
R	2200	0	15+		053	28	25	→	12		963		JA
R	2300	0	15+		061	27	24	→	11		964		JA

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
 SURFACE WEATHER OBSERVATIONS

AS 410 8

DATE MAR 19 1951

CLOUDS AND OBSCURING PHENOMENA																			
FIRST LAYER				SECOND LAYER				THIRD LAYER				FOURTH LAYER				TOTAL OPAQUE SKY COVER 16	NET 3-5 CHARGE 17	12	40
HT	AMT	DIR	HT	AMT	DIR	HT	AMT	DIR	HT	AMT	DIR	HT	AMT	DIR	HT				
5	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
10	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
20	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
30	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
40	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
50	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
60	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
70	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
80	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
90	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
110	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
120	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
130	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
140	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
150	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
160	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
170	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
180	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
190	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				
200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0				

SYNOPTIC OBSERVATIONS

WIND	WAVE	SEA	SWELL	SURF	WATER	SOIL
DIR	HT	PERIOD	PERIOD	TEMP	TEMP	TEMP

STATION PRESSURE COMPUTATIONS

TEMP	0545	1147	1200	2347
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				
TEMP				

PRECIP & THORSTM	BEGAN	ENDED	DUR	OBSTA TO VIS	BEGAN	ENDED	DUR

WIND	WAVE	SEA	SWELL	SURF	WATER	SOIL
DIR	HT	PERIOD	PERIOD	TEMP	TEMP	TEMP

AND METEOROLOGICAL PHENOMENA

1745

0000	1.42
0530	1.77
1200	1.72
2347	1.72
1000	1.42

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION 117 DATE MAR 1 1957

TIME (LST)	STATION PRES. RE (MS)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA													
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER		
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT
0055	2817	25.0	22.9	72	10	5	PS	5	5	ST	M10	10	U				U		
0155	2817	23.2	21.8	77	10	5	ST	10	5	SC	M12	10	U				U		
0255	2817	23.8	23.0	80	10	10	ST	M18	U				U				U		
0355	2817	23.8	23.0	80	10	5	SC	15	5	SC	M25	10	U				U		
0455	2817	23.8	23.0	80	10	10	SC	M12	U				U				U		
0555	2817	23.0	22.0	75	10	U		M12	4	SC	21	10	U				U		
0655	2817	25.0	24.4	78	10	5	SC	12	7	SC	M10	10	U				U		
0755	2817	26.0	25.7	88	10	1	SC	13	9	SC	M18	10	U				U		
0855	2817	28.0	27.4	80	10	10	ST	M11	U				U				U		
0955	2817	28.5	27.5	77	10	U		M17	U				U				U		
1057	2817	28.0	27.0	75	7	2	SC	25	0				0				0		
1155	2817	28.8	27.8	68	3	3	SC	25	0				3				0		
1255	2817	28.8	27.8	67	3	3	SC	25	0				3				0		
1357	2817	28.4	27.4	58	3	3	SC	25	0				3				0		
1455	2817	28.0	27.0	47	3	3	SC	45	0				3				0		
1555	2817	27.0	26.0	37	1	1	SC	50	0				2				0		
1655	2817	24.2	23.1	40	0	0	CU	50	0				0				0		
1755	2817	27.2	26.2	35	0	0	SC	50	0				0				0		
1855	2817	27.2	26.6	44	0	0	SC	50	0				0				0		
1955	2817	27.2	26.6	45	0	0	SC	50	0				0				0		
2055	2817	27.2	26.6	45	0	0	SC	50	0				0				0		
2155	2817	27.2	26.6	45	0	0	SC	50	0				0				0		
2255	2817	27.2	26.6	45	0	0	SC	50	0				0				0		
2355	2817	27.2	26.6	45	0	0	SC	50	0				0				0		

SYNOPTIC OBSERVATIONS														
TIME	TIME	PRECIP	SNOW	WIND	MAX	MIN	HGT	STATE	WELL	SWELL	WATER	SOIL	TEMP	
LAST	LAST	IN	IN	DIR	TEMP	TEMP	FT	NO	NO	PERIOD	TEMP	TEMP	1	2
0055	0055			25	27									
0155	0155			25	27									
1355	1355	T	0	9	27		6							
1755	1755	0	0	8	27		6							
2355	2355	0	0	8	27		6							

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)															
WIND		TEMP		PRECIP		SNOW		PEAK GUST		THICK - FROZEN CRD		RIVER		GAGE	
DIR	SPD	MAX	MIN	IN	IN	IN	IN	DIR	SPD	TOP	BASE	NO	NO	NO	NO
		27	27	0	0	0	0								

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0642 SUNSET 1725

0055: 1.42
0155: 1.42
1355: 1.42
1755: 1.42
2355: 1.42

Incl # 3
D7-UFOB-2-59

STC 655 25729 83452 57867 00313 77087 62781 00313 00783 74777

05131 43353 85332 73067 57713 83700 74777 00313 00783 74777
0763 05094 00000 15370 00000 00000 10000 00000 00000

55555 00072 02501 11062 71827 00313 62532 00313 00783 74777
56774 55557 57735 55543 51735 10171 77777 00000 10000

UV STC 23050 22205 2001 42270 2770 8.0.1 2710 2100 0000 0000
3132 43244 53247 77731 00051 00067

55523 03756 00906 72213 01006

55535 77371 00931 55556 07370 01700 01700

INL 90092 13 MARCH 1959 HISTORIC THIS END

RAOB

1200Z 13 MARCH 1959

STC 655 11012 35433 52555 00313 7000- 62781 00313 00783 74777
07075 40263 00990 00000 00393 00000 00000 00000 00000
20762 93996 0527/0575/
CORR TO ABV

20762 93996 00000 15334 00000 00000 10000 00000 00000

55555 00956 51541 11336 52550 2 57 577-0 00031 74322 44585
73353 10171 33632 00000 07

UV STC 11047 22412 3315 -24-- 0025 01023 1737 00990 0000 0000
22935 43933 63357 72993

STC 65511 05753 01993 02206 00000
66666 17507 16307 04273 01971

UV STC 11 0000

INL 747 12034 35425 55553 00730 70017 53770 0.7.4 307 7 00013
02631 43227 03997 0 335 00000 00000 00000 00000 00000
20737 95994 02333 15353 05000 00000 10000 00000 00000

55555 00957 55555 11020 55574 22700 50630 50000 55775 44585
73353 10171 24093 12733 05

UV INL 12941 21910 2122 42724 1724 52020 2720

INL 74712 05733 97999 00710

55555 55436 79004 66666 12800 34200

UV INL 90097 00913

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION WALTON

DATE MAR 13 1959

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIMETER SET (Inch)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVER INITIALS
								DIRECTION	SPEED (kts)	CHARACTER AND SHIFTS			
L	0011	120M210	15+										JE
R	0015	50M100	12	S-	075	25	17	↖	7		767	5850	JE
SZ	0112	R 8 X	3	S-				↖	6				JE
SZ	0117	R 8 X	1 1/2	S-				↑	8			VSBY 1 3/4 RNDY 07	JE
S4	0137	100M145	6	S-				↑	6				JE
R	0155	100M142	7	S-	071	23	17	↖	8		766		JE
R	0205	M15	7	S-SP-	064	24	20	↖	8		764	722 15 XX	JE
R	0231	M14	7	S-SP-				↖	8				JE
R	0252	150M25	10	S-	054	24	20	↖	8		762		JE
S6	0715	M12	10	S-				↖	8				JE
R	0745	M11	12	S-	047	24	20	↖	9		760		JE
R	0815	M11	12	S-	041	25	22	↖	7		758	90409	JE
R	0845	130M15	10	S-	041	27	23	↑	8		757	5E45	JE
R	0915	M12	15	S-				↑	10				JE
R	0958	M11	12	S-	037	28	23	↑	10		757	670 16 XX	JE
L	1031	M12	12	S-									JE
R	1058	M17	15	S-	034	30	23	↑	8		756	7411 14000 10000	JE
R	1125	M16	15	S-									JE
S	1157	M14	15+	S-	031	32	24				755		JE
S	1210	M14	15+	S-				↖	12				JE
S	1455	25	15+	S-	027	37	23	↖	8		754		JE
S	1555	25	15+	S-	020	38	28	↖	12		752		JE
R	1817	25	15+	S-	014	41	27	↖	12		750		JE
R	1855	45	15+	S-	010	43	24	↖	12		750	310 1100	JE
R	1855	80	15+	S-	007	45	19	↖	13		749		JE
L	1634	0	15+	S-									JE
R	1636	0	15+	S-	014	41	19	↖	17		750		JE
R	1714	0	15+	S-	025	37	24	↖	15		752		JE
R	1816	0	15+	S-	012	35	25	↖	10		754		JE
R	1934	0	15+	S-	034	34	15	↖	12		756		JE
R	2023	0	15+	S-	044	31	17	↖	11		757	320	JE
R	2115	0	15+	S-	057	28	21	↖	14		761		JE
R	2250	0	15+	S-	053	25	22	↖	12		762		JE
R	2300	0	15+	S-	061	27	21	↖	11		763		JE

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

FORM NO. 3

STATION 1117 DATE MAR 19 1935

TIME (LST)	STATION (LST)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL CLOUD SKY COVER	NET RANGE	19'	40'
						LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER						
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT	SUMMATION TOTAL	AMT	TYPE & DIR	HEIGHT	SUMMATION TOTAL	AMT				
005	28.19	25.0	22.9	72	10	5	Fr	5	5	St	M10	10	U		U		10		T		
015	28.19	23.3	21.8	77	10	5	Fr	5	5	St	M12	10	U		U		10		T		
025	28.19	23.6	23.0	80	10	10	Fr	M18	U			U		U		10	7.065	T			
035	28.19	23.6	23.0	80	10	5	Fr	5	5	St	M25	10	U		U		10		T		
045	28.19	23	23.0	80	10	10	Fr	M18	U			U		U		10		T			
055	28.19	23.4	23.4	80	10	5	Fr	5	5	St	M2	10	U		U		10	7.055	T		
065	28.19	23.7	24.4	82	10	3	Fr	3	7	St	M20	10	U		U		10		T	0	
075	28.19	24.3	25.7	84	10	1	Fr	1	7	St	M18	10	U		U		10		T	0	
085	28.19	25.0	26.4	80	10	10	Fr	M11	U			U		U		10	7.058	T	0		
095	28.19	26.5	27.5	77	10	5	Fr	5	U			U		U		10		T	0		
105	28.19	27.1	27.2	73	7	2	Fr	2	0			0		0		7		T	15		
115	28.19	27.5	27.5	68	3	2	Fr	2	0			0		0		3	7.057	T	60		
125	28.19	27.7	27.7	67	3	2	Fr	2	0			0		0		3		T	60		
135	28.19	27.7	27.7	58	2	3	Fr	2	0			0		0		2		T	60		
145	28.19	27.7	27.7	47	3	3	Fr	45	0			0		0		3	7.056	T	60		
155	28.19	27.7	27.7	37	2	7	Fr	50	0			0		0		2		T	60		
165	28.19	27.7	27.7	40	0	0	Fr	50	0			0		0		0		T	60		
175	28.19	27.2	27.2	35	0	0	Fr	50	0			0		0		0	3.055	T	60		
185	28.19	27.2	27.2	44	0	0	Fr	50	0			0		0		0		T	60		
195	28.19	27.2	27.2	45	0	0	Fr	50	0			0		0		0		T	60		
205	28.19	27.2	27.2	60	0	0	Fr	50	0			0		0		0	3.060	T	60		
215	28.19	27.2	27.2	62	0	0	Fr	50	0			0		0		0		T	60		
225	28.19	27.2	27.2	69	0	0	Fr	50	0			0		0		0		T	60		
235	28.19	27.2	27.2	74	0	0	Fr	50	0			0		0		0	3.060	T	60		

SYNOPTIC OBSERVATIONS														STATION PRESSURE CORRECTIONS				
MO	DA	HR	MIN	SEC	TEMP	TEMP	150 MI	STATE	SEA	SWELL	SWELL	SURF	WATER	SOIL				
					(°F)	(°F)	PERIOD	OF	STATE	HT	DIR	PERIOD	TEMP	TEMP				
					27	72												
					35													
					44	73												
					57	77												

STATION PRESSURE CORRECTIONS
 0045 1117 2347
 0045 1117 2347
 0045 1117 2347
 0045 1117 2347

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO.

SUBJECT

UFO #D7-UFOB-1-59

TO AFCIN-4E4g

FROM AFCIN-4E1

DATE 6 May 1959 *ENC* COMMENT NO. 1AFCIN-4E1a/Capt. P. Keriakou/jc
74201/Bldg 828/Rm 241

The following information is forwarded based on an analysis of UFO #D7-UFOB-1-59.

a. It is difficult to accurately correlate the attached film with the report, without identification of the scope orientation, range setting and time indication (CST or Zebra). However, a review of the scope photographs at both time zones show no abnormal points or any indications to base an accurate analysis.

b. The reports of airborne contacts cannot be evaluated as actual airborne objects due to lack of visual sighting and the target fade as the interceptors approached the radar target.

c. APGC Operational Test Report, dated May 1958, on the AN/FPS-20A indicates that a peculiar phenomenon known as "angels" was experienced during the testing of this equipment. The "angels" appear as circular blips, some of which are very intense and others barely visible. Also, some remained fixed for certain periods then disappeared only to reappear in other areas, and some were seen to travel in various directions at random speeds. The cause of these "angels" was not determined during the test, although several theories were considered. Bendix Corporation is reported to be developing a network to eliminate this phenomenon, however no information is available.

d. Since the AN/FPS-6, height finder, was unable to pick up the targets at such a close range, it is believed that the phenomenon of "angels" could have been responsible for the UFO.

1 Incl
Rpt Nr. D7-UFOB-
1-59

G.C. Crawford
GORDON C. HOFFMAN
for Colonel, USAF
AFCIN-4E1

DOWNGRADED AT THE DISCRETION OF THE
DECLASSIFYING AUTHORITY
DDO DIR 5200.10

Classification Cancelled
(or changed to _____)

Auth. _____

By _____

Date 29 Jan 69

UNCLASSIFIED

DD FORM 96
1 FEB 50

REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

16-54901-2 ☆ U. S. GOVERNMENT PRINTING OFFICE

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300
(PMGC)

OFFICIAL BUSINESS

Incl # 4

D7-UFOB-2-59

Tomcat	
33	33/450
	14/3/59
B52	
RCA	167° 58mi
Headstart	02142
B-2	
CADP FORM 143C - MAY 57	

TCA 10	
Sup Con	19/300
	14/3/59
YC	RK0230
	TO
CADP FORM 143C - MAY 57	

VC 1347	
C-45	150/12
	14/13/59
	HER CL
CAP	
CAT	XL0419
	WG
	TO
CADP FORM 143C - MAY 57	

Tomcat	
14	31/450
	14/3/59
B52	
RCA	167° 58mi
Headstart	01572
B-2	
CADP FORM 143C - MAY 57	

TC 804	
NR STR	225/15
	14/3/59
	SH CL
WG	RK0134
	TO
CADP FORM 143C - MAY 57	

TC 816	
NR STR	225/17
	14/3/59
WG	RK0127
	TO
CADP FORM 143C - MAY 57	

TCA 540	
Sup Con	17/300
	14/3/59
WG	6/297 R93 RK0219
1300	HL
CADP FORM 143C - MAY 57	

CAF 303	
T-33	0/1/450
	14/3/59
WG	YB RK0154
	YB
CADP FORM 143C - MAY 57	

FG 178
LE 3045
0237E.

P.11 RP
A7
KE 5555
0123E

FG 182
0225E.
LC 4535

FC 3
0242E.
LB 4045

A10
ME 0040
0222E.

A-9 TRACK #
MD 4555^{PICK}
0205E._{PT}

HA 3
QF 3550
0348E

P.11 RP
A6
LE 1045
0120E



Sgt Jones
E 76

DATE (Z) 14 MARCH 59 Z

PAGE NO. 1

UNCLASSIFIED

STATION NO. P-69200009

STATION	CLASS	TYPE	TIME	REMARKS	SW	AL	REMARKS
PACKARD OFF 0015							
			0016	AKB			CR/WC
PRINCE ON 0017							
✓ FF	AD4025	E	0017	A165			CR/WC
	QD5525	F	0017	A107			CR/WC
✓ FF	AD2030	E	0023	AMR	2	300	E18
	QD1025		0027	A108			
	QD3025		0027	A108			
	QD5527		0031	A108			
	AD3025		0034	AMR			
	AD5521		0036	AMR			CR/WC
PRINCE OFF 0							
Stump on (0700 Z)							
✓ FF	ND5045	-	0218	CORD	2	35	E30 ORBIT
✓ FR	LC4535	NW	0225	KG182E	1	35	R28
	NC4531		0225	CORD			
	MD0516		0228	KG182E			
	PC1056		0230	CORD			ORBIT
	MD2028		0233	KG182E			
	MD5050		0237	KG182E			
	PC3510		0238	CORD			

TELETYPE Stump KD RECORDER Stump KD

COMAD FC 4, 7 OCT 55 (CONFIDENTIAL)

Incl #5

DT-UF0B-2-59



DATE (7) 14 MARCH 59

PAGE NO. 2

UNCLASSIFIED

P69

TRACK	STATUS	GROUP	YEAR	MONTH	DAY	TIME	DESCRIPTION	INITIALS
		NE 0000	0239	FC	12E			
		QD0249	0240	CO	RD			
		NE 1208	0241	FC	12E			
		NE 4129	0244	FC	12E			
		LC 5809	0245	FC	3E			
		PD 2030	0248	CO	RD			
		MC 1032	0249	FC	3E			
		PE 1551	0249	FC	12E			
		NB 4532	0251	CO	RD			
		MC 1952	0251	FC	3E			
		PE 3505	0251	FC	12E			
		ND 1045	0253	CO	RD			
		ND 2003	0253	FC	3E			
		DF 2505	0254	FC	12E			CR/RA
		MC 5907	0256	CO	RD			
		MD 4140	0259	FC	3E			
		MC 1034	0259	CO	RD			
		Stamp off 0300E						
		6306 MEMPHIS						
		ND 0055	0302	FC	3			

TELLER *M. Jones*

REC'D BY *M. Jones*

UNCLASSIFIED



DATE (Z) 14 MAR 59

PAGE NO. 3

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STATION NO. P-69

FROM	TO	DATE	TIME	TYPE	REMARKS
NC 0045		0302		CORD	
ME 1045		0303		FC-3	
ME 3013		0306		FC3	
NC 4018	SA	0306		CORD	
ME 5070		0308		FC3	
NC 0076		0308		CORD	
PE 2550		0313		FC3	
/	ORBIT	0313		CORD	
PE 1510		0315		FC3	
—	—	0317		FC3	CR/PA
NC 2036		0318		CORD	
NC 4548		0322		CORD	
PC 0056		0324		CORD	
ND 5000	W	0326		CORD	
ND 0715	N	0332		CORD	
ND 1030		0335		CORD	
NC 5036	S	0338		CORD	
NC 0040	W	0341		CORD	CORD 2 ^{K/L}
DLH	ORBIT	0345		CORD 1	
—	—	0350		CORD 1	R/L
	0400			MENDES OFF	

TELETYPE MENDES RECORDED MENDES

COMAD FC 4, 7 OCT 55 (CONFIDENTIAL)
NORAD
DOWNGRADED
DECLASSIFIED



UNCLASSIFIED

EC

DATE (7) 14 MARCH 54

PAGE NO. 11

SECTION NO. P-69

UNCLASSIFIED

STATION	CLASS	GROUP	TYPE	TIME	DATE	INITIALS
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VFF	KC3050	NE	0820	VOC 10	1 30	50
	LC0555		0826	VOC 10		
	LC0059		0828	VOC 10		CR/OK
	MC1254		0438	VOC 10		
	MC3159		0440	VOC 10		CR/OK
	LC4535	SW	0804	VOC 10		CR/OK

Thompson on (0800Z)

Thompson off (0800Z)

Alb. on 0545Z nearby

nearby off 0200Z

Palmer on 0200Z

Palmer on 0800Z

Palmer off 0900Z

Palmer on 0900Z

Palmer off 1000Z

Palmer on 1000Z

Palmer off 1100Z

Palmer on 1100Z

Palmer off 1200Z

Tr. on 1200Z

TELLER

EC

COMAD FC 4, 7 OCT 55 (COM)

DECLASSIFIED

UNCLASSIFIED

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING USA		REPORT NO. D7-UFOB-1-59 UNCLASSIFIED (Leave blank)
AIR INTELLIGENCE INFORMATION REPORT		
COUNTRY OR AREA REPORT CONCERNS DULUTH, FINLAND, MINNESOTA	DATE OF INFORMATION 12 March 1959	
ACTIVITY SUBMITTING REPORT Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	DATE OF COLLECTION 14 - 18 March 1959	SRI STATUS (If applicable) SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL JOSEPH S. SVAHULA, M/Sgt, USAF	DATE OF REPORT 1 April 1959	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE 2ND LT. JOHN J. MURPHEY and others	EVALUATION F-6	SRI NO. ACTIVE ADDITIONAL INFORMATION ON (Date)
REFERENCES (BAIR Subject, previous reports, etc., as applicable) TT 756 ACWRON OPS 13-C-7		
SUBJECT (Descriptive title. Use individual reports for separate subjects) UNIDENTIFIED FLYING OBJECT		
SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies) I. CONTENTS: PART ONE: Description of sighting by 2nd Lt. John J. Murphey, USAF, controller at 756th ACWRON, FINLAND, Minnesota PART TWO: Description of sighting by A/2C James R. Pyszka, AF 17485091, Intercept Control Technician, 756th ACWRON, FINLAND, Minnesota PART THREE: Description of sighting by Major James C. Pryor Jr., USAF, Operations Officer, 756th ACWRON, FINLAND, Minnesota PART FOUR: Description of sighting by 2nd Lt. James D. Chapman, AO 3064607, ANG Pilot, 179th FIS, (ANG), DULUTH, Minnesota PART FIVE: Description of sighting by 2nd Lt. John R. Arotta, AO 3066611, ANG, Radar Observer, 179th FIS, (ANG), DULUTH, Minnesota PART SIX: Description of sighting by Captain George H. Benlick, AO 3014822, ANG, Radar Observer, 179th FIS, (ANG), DULUTH, Minnesota PART SEVEN: Description of sighting by 1st Lt. Dwight G. McQuade, ANG, Pilot, 179th FIS, (ANG), DULUTH, Minnesota PART EIGHT: Description of sighting by 1st Lt. Tony A. Cox Jr., AO 3071008, USAF, Pilot, 11th FIS, DULUTH, Minnesota INCLS (See Individual PARTS)		
DISTRIBUTION BY ORIGINATOR (Except USAF and file. Indicate Dupl M/oz and copies w/o inclosures, if applicable) Headquarters, ATIC - Orig. AFCIN-1A1 - Dupl. w/o Inclosures 1006th AISS - Dupl. w/o Inclosures		
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AF FORM 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PAGE 2 OF 20 PAGES
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UNIDENTIFIED FLYING OBJECT (Cont'd)

PART NINE: Supplementary Investigative Efforts

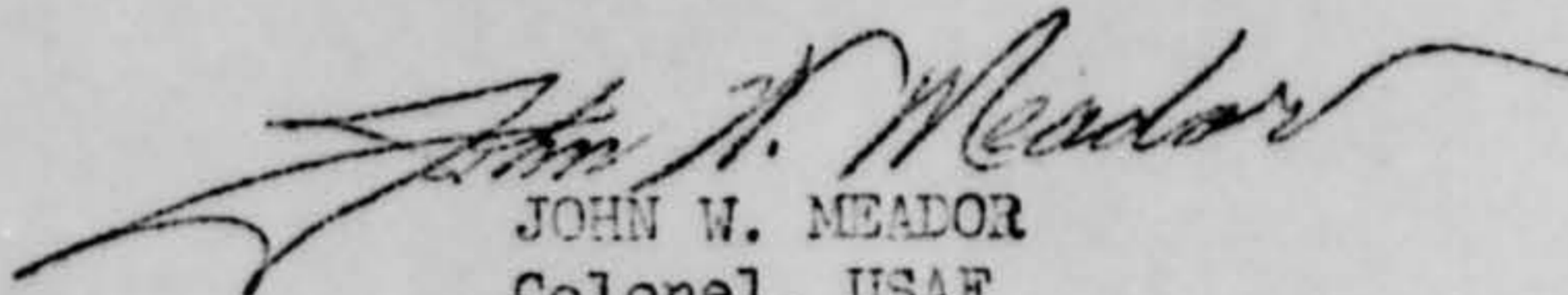
PART TEN: Comments of the Preparing Officer

II. SUMMARY: This report contains narrative descriptions of a UFOB sighting observed by 756th AC&WRON personnel, ANG, and USAF crew members between 1318 and 2240 hours, Central Standard Time, on 12 March 1959. It also contains supplementary investigative efforts conducted by the interviewers and comments of the preparing officer.

III. INVESTIGATORS: MSGT JOSEPH S. SVAHULA AF 36713816
 TSGT GEORGE P. KUBIK AF 6862337
 SSGT DAVID L. LIPTAK AF 17370090 (PART SEVEN Only)

/s/ Joseph S. Svahula
 JOSEPH S. SVAHULA
 MSGT USAF
 Reporting Officer

APPROVED:


 JOHN W. MEADOR
 Colonel, USAF
 Commander

DOWNGRADED BY 1006th AISS
 DECLASSIFIED BY 1006th AISS
 DATE 10/20/00

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART ONE PAGE 3 OF 20 PAGES
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I. SOURCE: 2nd Lt. John Joseph Murphey, USAF

Address: 756th AC&W Squadron, FINLAND (FKPC 4525), Minnesota

Age: 22, 28 June 1936

Occupation: Director (Controller) at P-69 radar site and Intelligence Officer

Education: Graduate of Lehigh University in June 1958 (Chemical Engineering, also studied Astronomy). COI course at Tyndall AFB, Florida

Qualifications: Director for six (6) months at P-69 radar site

II. RELIABILITY: Source was very friendly, cooperative, and sincere throughout the entire interview. He appeared to be of above average intelligence and possessed retention of the events that had occurred on the night of sighting. He appeared to have an excellent ability to orientate himself in conjunction with the events that took place on the GPA/23 radar scope that he was operating on the night of the sighting. All information was voluntarily submitted. Pilots of the 179th FIS (ANG) and the 11th FIS, DULUTH, Minnesota regard Lt. John J. Murphey as a highly qualified and capable controller. The pilots stated to the interviewers that whenever they go on practice intercept missions or rocket firing over Lake Superior, they have a particular sense of security whenever Lt. Murphey is controlling them. Lt. Murphey's capability was also substantiated by airmen of the 756th AC&W Squadron. Interviewers extracted the following information pertaining to Lt. Murphey from the 756th AC&WRON Operations Status Board. From 1 January 1959 until 16 March 1959, Lt. Murphey had controlled 353 AI's, 32 multiple AI's, 80 recoveries, 2 actual ID's and 80 successful profiles.

III. SOURCE'S DESCRIPTION OF SIGHTING: 2nd Lt. John J. Murphey, of the 756th AC&WRON, FINLAND (FKPC 4525), MINNESOTA, assigned as a controller and intelligence officer, stated that he was controlling three (3) F-94C aircraft of the 179th Fighter Intercept Squadron, Air National Guard, DULUTH (FKNB 5052), MINNESOTA, on a running intercept mission at 130018Z. Code name for this practice intercept mission was SCOTCH FLIGHT. SCOTCH FLIGHT I was performing as target aircraft while SCOTCH FLIGHT II and III were intercept aircraft. SCOTCH FLIGHT I (target ship) was on a 090 degree heading, 50 miles due west of P-69 radar site (GALAHAD), FINLAND, MINNESOTA. SCOTCH II and III at this time were flying side by side at 29 angels, on a 180 degree final attack heading, at 260 knots indicated. SCOTCH II radar observer called controller at P-69 and stated that he had two (2) targets on his scope, 30 degrees to the right and at fifteen (15) miles. At this time SCOTCH II pilot called a tally-ho on the target to the controller. Then SCOTCH I flying at 220 knots on a 090 degree heading, radioed P-69 controller that he had a tally-ho (visual sighting) of two (2) contrails on his starboard side. The contrails were at 30 angels, straight and level, with SCOTCH I closing fast. P-69 controller then directed SCOTCH FLIGHT to break off intercept operation. Controller then set up SCOTCH FLIGHT for a 3rd intercept pass. SCOTCH I was on a 180 degree heading at 30 angels. SCOTCH II and III were on a 090 heading. During the 3rd pass the P-69 controller observed on his scope for the first time an unknown track, (Refer to Fig. 1, PT 13), 350 degrees from P-69 site, twenty (20) nautical miles, heading 150 degrees with an approximate 200 knot ground speed. The Intercept Control Technician at P-69 site called ARROW POISON and KIDSKIN and asked whether they were painting the unknown track. After the 3rd intercept pass was completed, P-69 controller vectored SCOTCH II and III on a 100 degree heading. SCOTCH III then called to P-69 controller that he had a contact on his scope at 12 o'clock, at 14 miles, with a high closure rate. A few minutes

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(CLASSIFICATION)
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART ONE PAGE 4 OF 20 PAGES
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later, SCOTCH III called P-69 controller that he had a JUDY with lock on target at 11 angels and closed to within two (2) miles. P-69 controller said at this time SCOTCH I, II, and III were indicating 400 knots. SCOTCH III followed target for four (4) minutes and then lost contact. P-69 controller then vectored SCOTCH I and II on a 130 degree sweep pattern. SCOTCH II then called P-69 controller that he had a scope contact at 25 angels, and closed from 14 to 9 miles from target. SCOTCH II's contact then faded after approximately one (1) minute. P-69 controller stated that SCOTCH II had a total of three (3) contacts and that all his contacts faded. Controller further stated that SCOTCH II had no visual contacts. Controller stated that SCOTCH I had no radar observer (RO) with him and that SCOTCH I saw nothing at this time. Controller further stated that he did not paint anything on his GPA-23 scope after the first unknown track faded. (Fig. 1, PT 13) SCOTCH FLIGHT leader then called the P-69 controller that SCOTCH FLIGHT was low on fuel. Controller told SCOTCH FLIGHT to return to base.

At 130140Z, P-69 controller called CHARLES (31st Air Division) to advise of the situation and stated that he was going to scramble a hot bird. Also at this time the P-69 Intercept Control Technician (ICT) called CHARLES WEATHER regarding weather conditions. The ICT received a negative reply on meteors, showers, thunderstorms and comets from CHARLES WEATHER.

P-69 controller stated that the scramble order was as follows:

- a. Scramble one (1) hot bird (F-102A)
- b. Vector 040 degrees
- c. Buster angels 20
- d. Call GALAHAD on ten (10) when airborne

P-69 controller stated that COUSIN RED I (F-102A) of the 11th Fighter Intercept Squadron, DULUTH, MINNESOTA, was airborne at 130145Z. RED I then flew according to scramble order. RED I then called P-69 controller. Controller then told RED I to steer a 090 degree course. Refer to Figure #1, an overlay of GPA-23 radar scope on which controller plotted RED I's course and on which he identified the following points:

PT. 1: Here controller vectored RED I on a 090 degree heading at 700 knots.

PT. 2: RED I at 25.5 angels had a contact on his scope 30 degrees to the right at a distance of 25 miles. RED I stated that he had contact for about 12 seconds. P-69 controller stated that RED I then called and said the target or object swished past him from right to left on about a 330 degree heading, at a high rate of speed. RED I stated that he could not close in on target. At this time P-69 controller stated that he had no contact. RED I was then steered by P-69 controller to a 300 degree heading.

PT. 3: Here controller vectored RED I on a 210 degree heading.

PT. 4: Here RED I had contact on his scope 30 degrees to his port side, at 17 miles, and received AI electronic jamming on his X band. RED I reported that the target was on a northerly heading on his port side.

PT. 5: P-69 controller had his 2nd scope contact with seven (7) unknown objects in a "V" formation, heading 020 degrees, at 250 knots ground speed. Thirty (30) miles south of P-69, controller vectored RED I towards the objects seen on his GPA-23 scope. Controller stated that his contacts faded before RED I could make an interception.

PT. 6: Controller then vectored RED I to the left on a heading of 300 degrees,

SUBJECT: Radar Film

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TO: AFCIN-4E4g

FROM: AFCIN-4E1

DATE: 6 May 59, COMMENT Nr. 2
AFCIN-4E1a/J. Claitss/
74201/Bldg 828/Rm 241

The evaluation asked for in Comment Nr. 1 has been made by DF to your office, dated 6 May 59, Subj: UFO #D7-UFOB-1-59. The report D7-UFOB-1-59 and the radar film forwarded with Comment Nr. 1 are both concerning the same incident and therefore evaluated as one report.

1 Incl
n/c

Gordon C. Hoffman
GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1

Page 1 of 1 Pages
Cy 1 of 4 Cys

Although the contents of this comment are UNCLASSIFIED it is classified SECRET to correspond with the overall classification of the document.

Classification Cancelled

(by *Gordon C. Hoffman*)
AFCIN-4E1a/J. Claitss/
74201/Bldg 828/Rm 241
DATE: *11/22/59*

DOWN

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART ONE PAGE 5 OF 20 PAGES
--	----------------------------	--------------------------------

at 25.5 angals.

PT. 7: RED I called controller and said he had contact 50 degrees to the left at 10 miles. RED I's contact faded. Controller was unable to say how long RED I had contact.

PT. 8: Controller steered RED I to a 090 degree heading.

PT. 9: When RED I was due north of P-69 site, controller vectored RED I on a 180 degree heading.

PT. 10: Controller vectored RED I starboard on approximately 270 degree heading and told RED I to return to base.

PT. 11: P-69 controller stated that RED I flew through an unknown exhaust. RED I was queried as to the color and size of the exhaust stream by the controller but pilot was unable to describe. Controller then vectored RED I to his home base.

PT. 12: Home Base.

PT. 13: First pick up on GPA-23 scope at P-69.

IV. ADDITIONAL INFORMATION: Shortly after vectoring RED I back to base, P-69 controller called ARROW POISON AC&W Squadron, GRAND RAPIDS (FMGC 2814), MINNESOTA and asked whether they had photographed RED I's mission on their scope. ARROW POISON answered that they photographed RED I's mission.

3 Incls

1. Overlay of GPA-23 Scope
2. US Air Force Technical Information Sheet
3. ATIC Form 332 (Electronic Data Sheet)

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360

330

300

ELY

8

9

13

1st sighting by Galahad 15

P-59

7

50

RED I contact 50° left at 10 miles Continually fading

Exhaust Stream

1

11

3

5

2

240

10

12

DULUTH

14

210

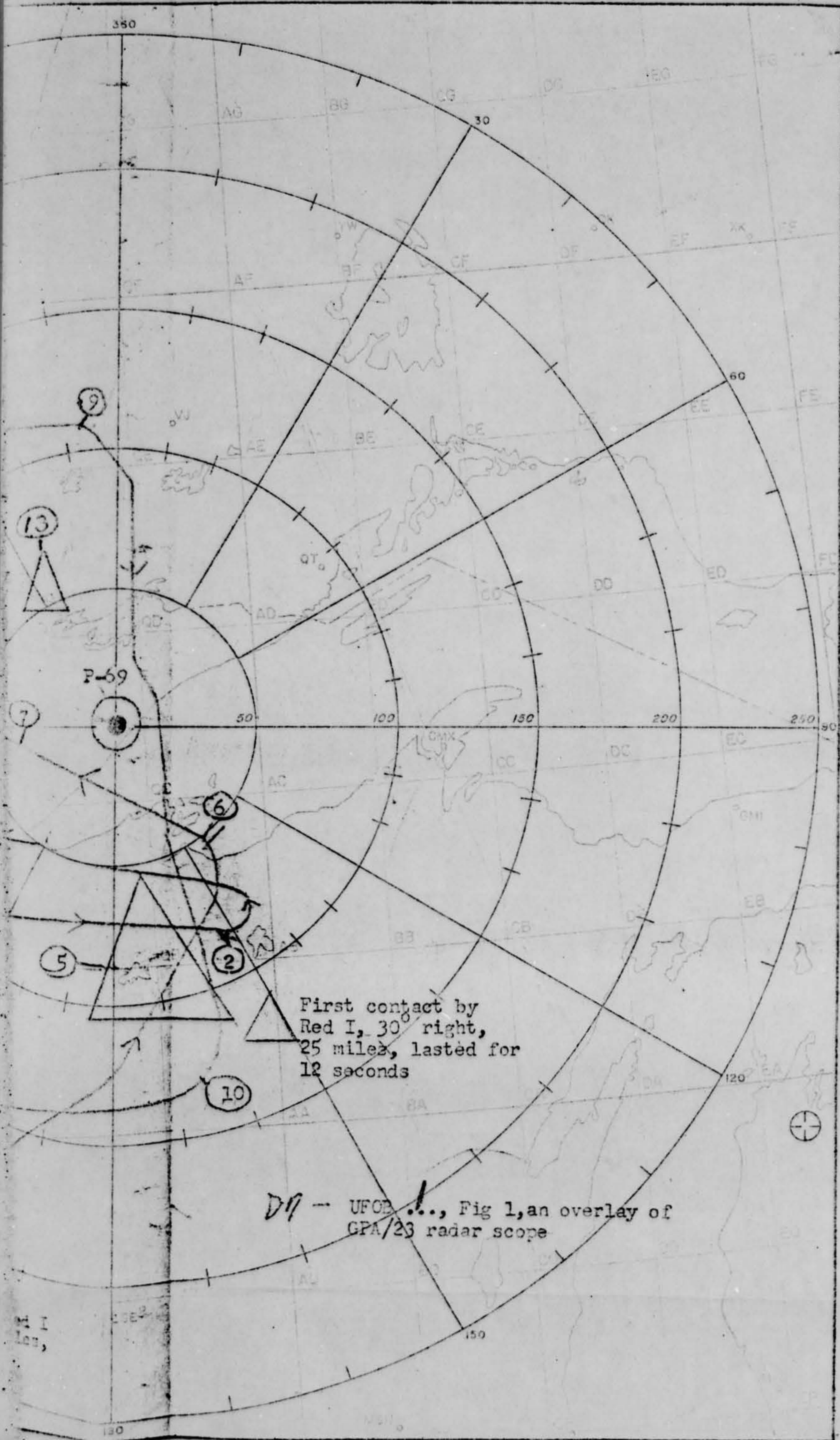
2nd contact by Red I 30° left, 17 miles, X band jammed

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180

29 Jun 69

DECLASSIFIED BY 2710 P. [unclear]
 DATE 11/11/2010
 FOR THE [unclear]



First contact by Red I, 30° right, 25 miles, lasted for 12 seconds

DA - UFOB ..., Fig 1, an overlay of GPA/23 radar scope

MI I
121,



K RPHY

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET

29 Feb 69

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

FRIDAY MARCH 1959
Day Month Year

2. Time of day: 00 18
Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern
 b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
 b. Standard

4. Where were you when you saw the object?

756TH AC+W SQD FINLAND AFS FINLAND, MINN
Nearest Postal Address City or Town State or Country

Additional remarks: ON a GPA 23 Scope

5. Estimate how long you saw the object. _____ 20 MIN. _____
Hours Minutes Seconds ON SCOPE

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Just a guess

6. What was the condition of the sky?

- (Circle One):
- a. Bright daylight
 - b. Dull daylight
 - c. Bright twilight
 - d. Just a trace of daylight
 - e. No trace of daylight
 - f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

- (Circle One):
- a. In front of you
 - b. In back of you
 - c. To your right
 - d. To your left
 - e. Overhead
 - f. Don't remember

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8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One) a. A mile or more away (a distant car)?
- b. Several blocks away?
 - c. A block away?
 - d. Several yards away?
 - e. Other _____

11. Did the object:

(Circle One for each question)

a. Appear to stand still at any time?	Yes	No	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't Know
c. Break up into parts or explode?	Yes	No	Don't Know
d. Give off smoke?	Yes	No	Don't Know
e. Change brightness?	Yes	No	Don't Know
f. Change shape?	Yes	No	Don't Know
g. Flicker, throb, or pulsate?	Yes	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? (c) Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other	GPA 23 RADAR EPS-20	

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16. Tell in a few words the following things about the object.

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a. Sound _____

b. Color _____

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

18. The edges of the object were:

- (Circle One): a. Fuzzy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember

e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? _____

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

MIN (1) HD 150° EST SP. 200 KTS
 MAX (8) HD 020° EST SP 200 KTS

TRAILS

first pick up on scope - vectored 3F-94C to it.
 second pick up on scope - vectored 1 F-102A to it
 contacts faded - no contact by pilot.

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DO NOT WRITE IN THESE SPACES
DATE

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

A
 Hd 150°
 Sp 200kts.
 F-94C on this
 one.

A
 Hd 020°
 Sp 200kts.
 vectored F-102A
 to this one Fade

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.

UNKNOWN feet. BLIP SIZE OF F-102A skin panel

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- | | |
|------------------|------------------|
| a. Head of a pin | g. Silver dollar |
| b. Pea | h. Baseball |
| c. Dime | i. Grapefruit |
| d. Nickel | j. Basketball |
| e. Quarter | k. Other _____ |
| f. Half dollar | |

- 22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- | | |
|-------------------|------------------|
| a. Certain | c. Not very sure |
| b. Fairly certain | d. Uncertain |

23. How did the object or objects disappear from view? SCOPE FADE

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

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25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
 b. In a car
 c. Outdoors
 d. In an airplane
 e. At sea
 f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
 b. In the residential section of a city?
 c. In open countryside?
 d. Flying near an airfield?
 e. Flying over a city?
 f. Flying over open country?
 g. Other FINLAND AFS

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Controlling 3 F-94C's - saw track on scope.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

- a. North c. East e. South g. West
b. Northeast d. Southeast f. Southwest h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

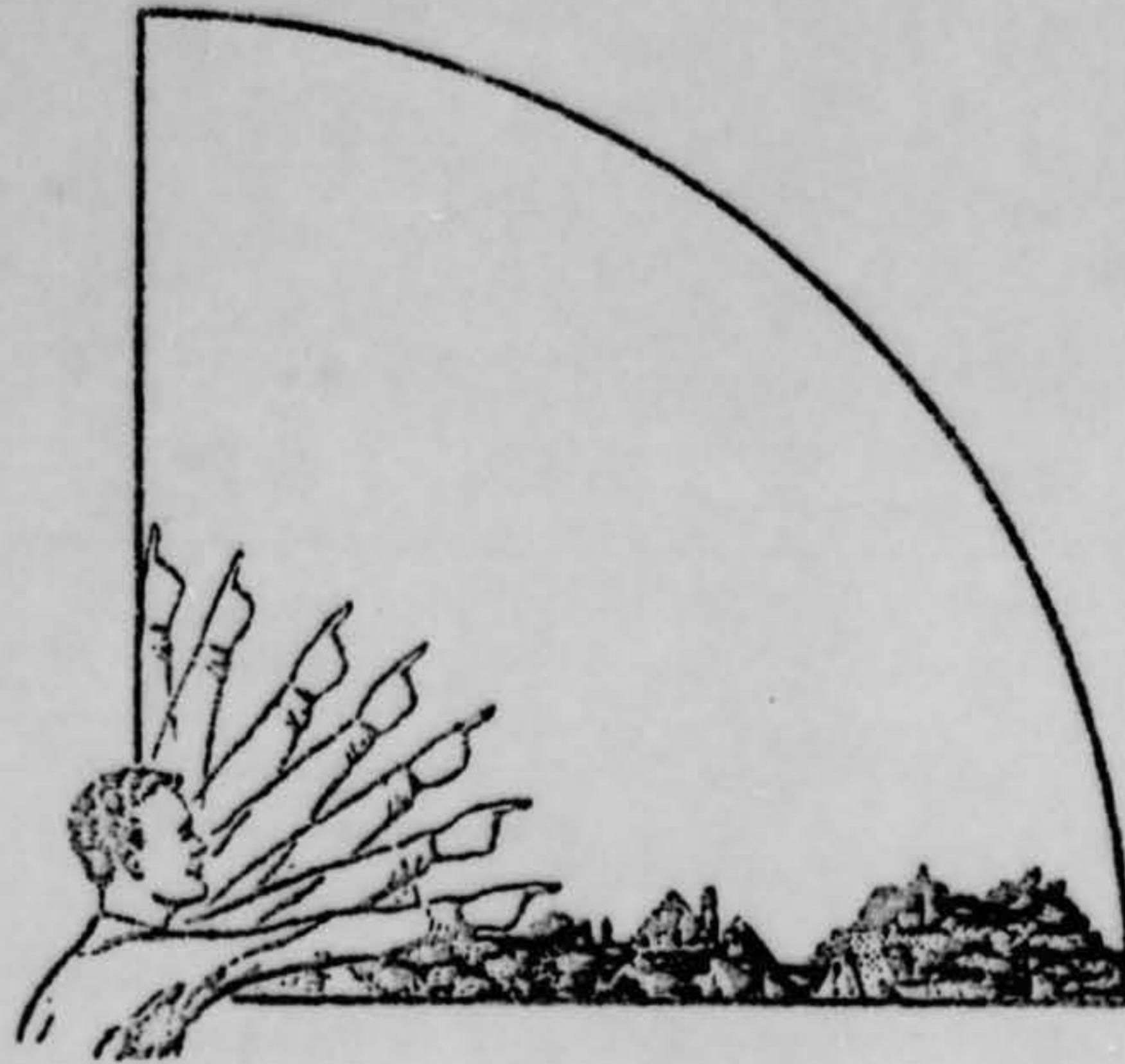
31.1 When it first appeared:

- a. From true North 13° W degrees.
b. From horizon _____ degrees.

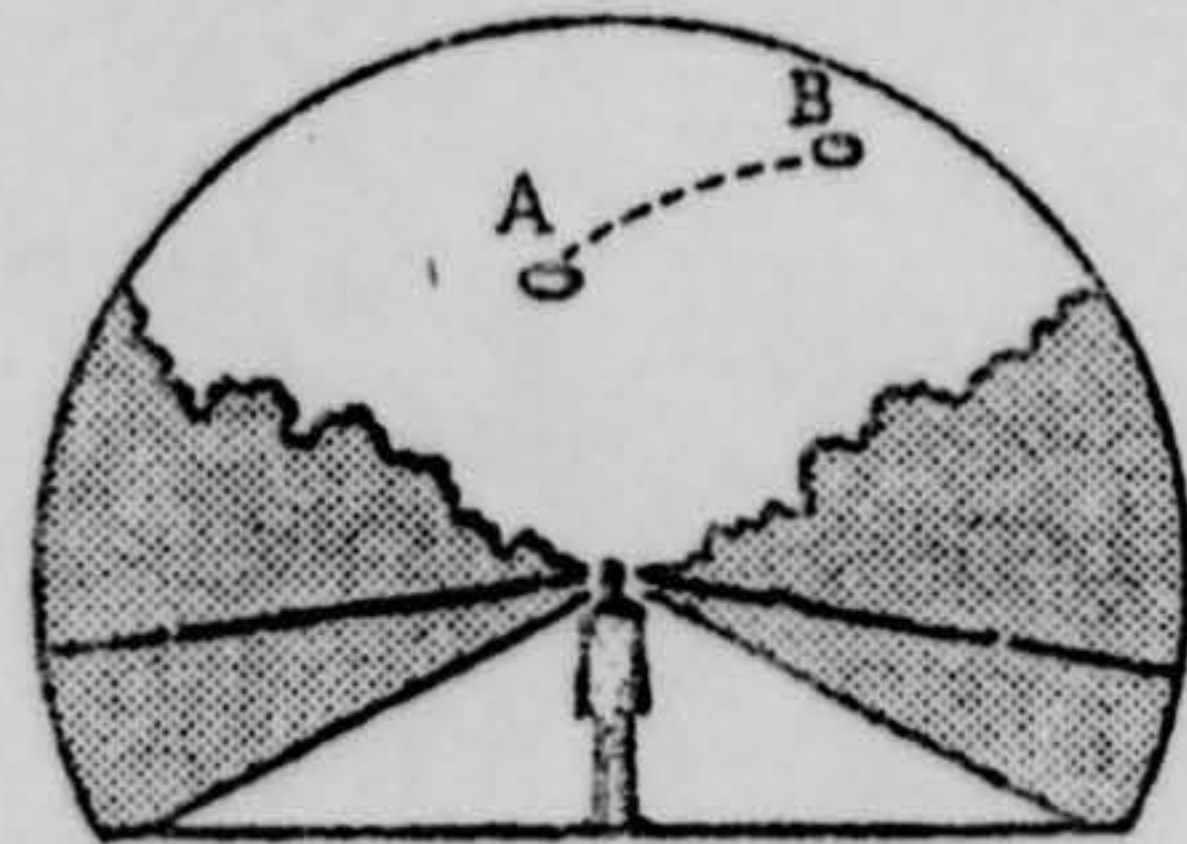
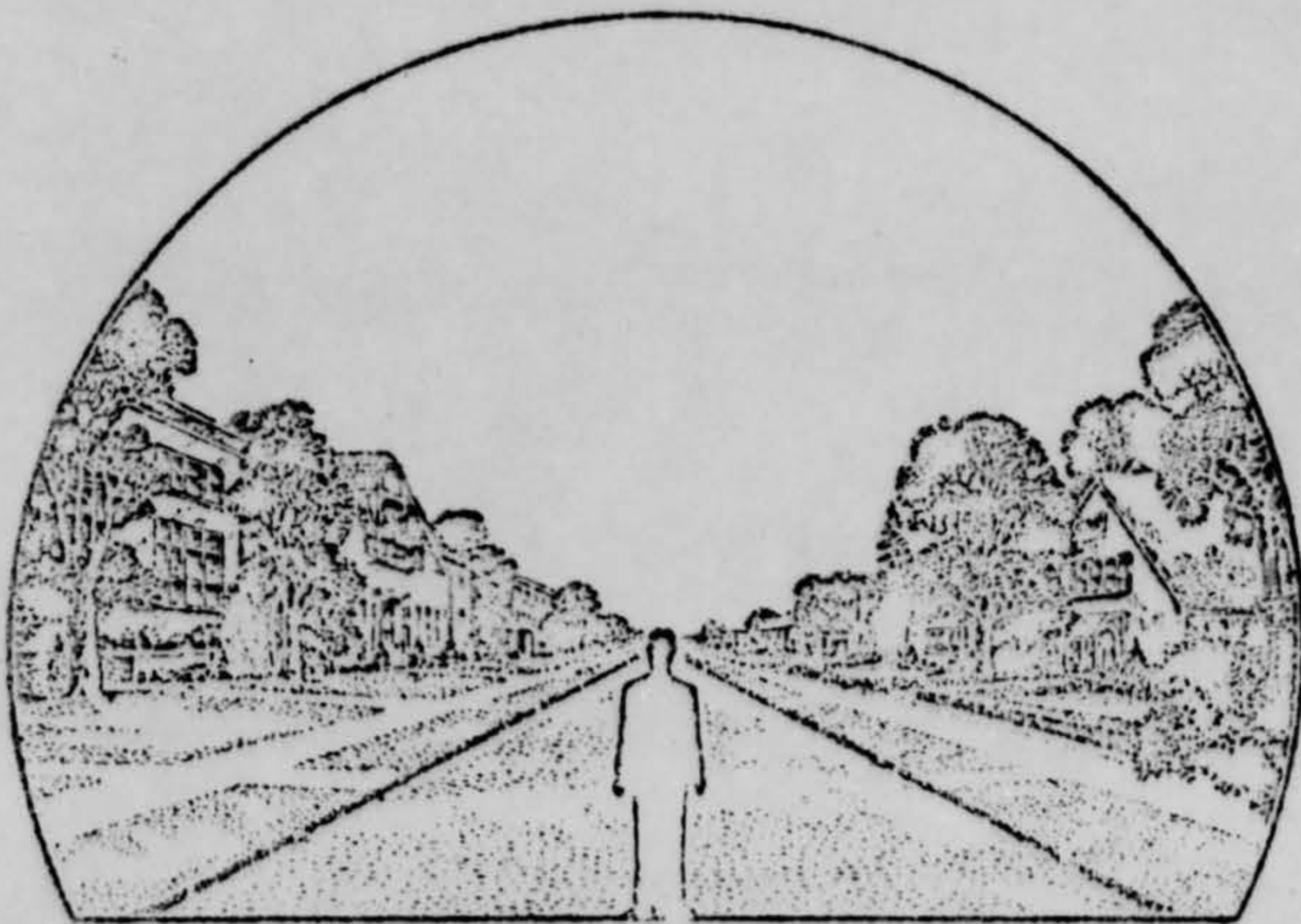
31.2 When it disappeared: FADE OVER STATION

- a. From true North _____ degrees.
b. From horizon _____ degrees.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



UNCLASSIFIED

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

13 MARCH 1959 0140Z
 Day Month Year

SCRAMBLED
1-F102A

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

A/zc [redacted] Able Crew. 80th ACWRON.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

UNKNOWN

UNCLASSIFIED

JOINT MESSAGEFORM	SECURITY CLASSIF UNCLASSIFIED
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SPACE BELOW RESERVED FOR COMMUNICATION CENTER

4E4g

120
21/0100358

1959 MAY 20 20 21

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK MULTI SINGLE	AF	ORIG	
INFO				

FROM: ATIC, W-P AFB 27

TO: ADC, ENT AFB, COLORADO PJW FAL

ATTN: ~~ADODI~~

/UNCLAS/FROM: AFCIN-4Eg 5-1024-E ATTN: ADODI

REF UFO SIGHTING OVER DULUTH, MINN AREA ON 14 MAR 59, THE FOLLOWING IS OUR ANALYSIS AND CONCLUSIONS OF THIS INCIDENT: THE RADAR READINGS WERE MORE LIKELY DUE TO INTERFERENCE, PROBABLY FROM THE EXCESSIVE ACTIVITY OF AURORA BOREALIS, RATHER THAN AN ACTUAL POINT. THE OBJECT SEEN VISUALLY WAS PROBABLY THE PLANET VENUS WHICH WAS A FEW DEGREES BELOW THE HORIZON AT A MAGNETIC BEARING OF APPROX 300 DEGREES; AND REFRACTION COULD BRING THE PLANET INTO VIEW AND DIFFRACTION AND DISTORTION BY THE ALTERNATE LAYERS OF AIR OF DIFFERENT TEMPERATURES COULD CREATE THE EFFECTS OF MOVEMENT AND CHANGE OF COLOR AND SHAPE. THE FACT THAT THIS OBJECT MAINTAINED ITS SAME RELATIVE POSITION, AND THAT THE F-102's WERE UNABLE TO CLOSE ON IT, LENDS CREDENCE TO THIS CONCLUSION.

COORDINATION:

AFCIN-4Eg *James T. Gregory* DATE 19 May 59 AFCIN-4E *Robert* DATE 5/19/59
Col Hoffman

DATE	TIME
13	1240
MONTH	YEAR
MAY	1959

SYMBOL: <u>AFCIN-4Eg</u> TYPED NAME AND TITLE: <i>Robert J. Friend</i> MAJOR ROBERT J. FRIEND PHONE: 69216 PAGE NR: 11 NR. OF PAGES: 1 SECURITY CLASSIFICATION: UNCLASSIFIED	SIGNATURE: <i>L. J. Harrell</i> TYPED (or stamped) NAME AND TITLE: LOUIS J. HARRELL CAPTAIN, USAF ASSISTANT ADMINISTRATIVE OFFICER
--	--

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? 200 kts m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? 350° 10 kts HD 150° feet.

41. Please give the following information about yourself:

NAME [Redacted] Last Name [Redacted] First Name [Redacted] Middle Name [Redacted]

ADDRESS 756TH ACWZON Street FINLAND AFS City FINLAND, MISS. Zone State

TELEPHONE NUMBER [Redacted]

What is your present job? Director at [Redacted] also Intell. Off.

Age 22 Sex Male

Please indicate any special educational training that you have had.

- a. Grade school
- b. High school
- c. College
- d. Post graduate NOT COMPLETED

e. e. Technical school Lehigh Univ - Chem. Eng.
G.C.I. Tyndall AFB
ACW
(Type)

f. Other special training ICS, ECI. courses.

42. Date you completed this questionnaire:

15 Day March Month 1959 Year

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME 2/Lt [REDACTED]
(Please Print)

SIGNATURE [REDACTED]

DATE 15 Mar. 1969

(Do Not Write in This Space)

CODE:

While controlling 3-F4C on a practise intercept. The intercept was broken off by two high speed contrails at 31,000 hd, 090°. Visual contact on contrails made by F4C (2 of them) no contact on objects. After next practise intercept, I picked up a track on the scope, Hdng 150° sp. 200kts. Vectored F4C's to it. They got radar contact at 11,000 ft. Lock-on* 11 mi down to 2 mi. Further search - total of eight contacts. Scrambled Red^{#1} (F-102A not) searched same area. Picked up 5 contacts and much ECM. No visual^{visual} by pilot.

UNCLASSIFIED

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UNCLASSIFIED

DO NOT WRITE IN THESE SPACES

UNCLASSIFIED
ELECTRONICS DATA SHEET
(GROUND RADAR)

24 Jan 69

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET:

756th ACRON P-69

Organization

FINLAND AFB, FINLAND, MINNESOTA

Location

2. DATE OF THIS REPORT:

18 MARCH 1959

Day Month Year

3. DATE TARGET OBSERVED:

14 MARCH 1959 Local Time

Day Month Year Z Time

Time-Local 6:18PM Time-Z 0018

4. NAME, RANK AND ORGANIZATION OF

~~REDACTED~~
756th ACRON, Finland AF Station
Finland, Minnesota

5. EXACT LOCATION OF STATION (COORDINATES):

FKPC 4525

6. OBSERVER DATA (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. in Radar
A.	REDACTED	2/Lt	Director	1
B.	REDACTED	A/2C	ICT	
C.	REDACTED	MAJ	OPS OFF	
D.				
E.				

7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? YES NO
IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:

DOWNGRADED AT 1 YEAR INTERVALS;
DECLASSIFIED AT 12 YEARS
DOWNGRADED

UNCLASSIFIED



UNCLASSIFIED

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? YES NO
IF SO, GIVE NAME AND ADDRESS.

9. RADAR SCOPE PHOTOS:

IS RADAR EQUIPPED WITH A SCOPE CAMERA? ----- YES NO
WAS CAMERA OPERATIONAL? ----- YES NO
WERE SCOPE PHOTOS TAKEN? ----- YES NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ----- YES NO
I DON'T KNOW

10. TRACK DATA:

WHAT WAS THE NUMBER OF THE TRACK? E3E
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? YES NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? YES NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? YES NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK? YES NO
IF SO, WHICH STATIONS? ARROW POISON (LATER THEY SAID THEY HAD NO CONTACT)

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? FPS-20

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? YES NO
IF SO, DESCRIBE. _____

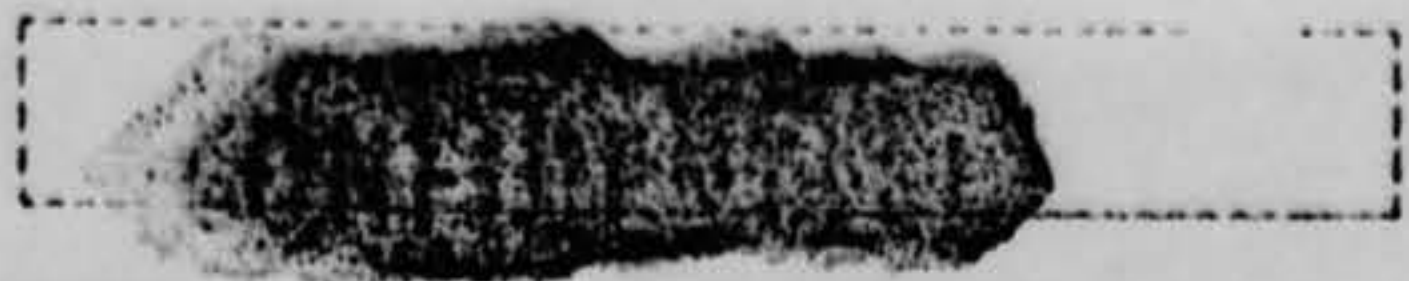
16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?
I DON'T KNOW

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? YES NO
COMMENTS: _____

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY: YES NO
COMMENTS: _____

UNCLASSIFIED





19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? YES NO
 COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? YES NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? YES NO
 COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? YES NO
 COMMENTS: I WAS ON MTI

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
LOOKED LIKE A JET FIGHTER BLIP

24. PERFORMANCE OF TARGET:

- | | | | |
|--------------------------------------|-------------------------------------|--|--------------------------|
| a. REMAINED CONSISTENT IN SIZE | <input checked="" type="checkbox"/> | CHANGED SIZE RAPIDLY | <input type="checkbox"/> |
| b. SPEED WAS CONSTANT | <input checked="" type="checkbox"/> | SPEED WAS VARIABLE | <input type="checkbox"/> |
| c. FOLLOWED CONSISTENT TRACK | <input type="checkbox"/> | APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION | <input type="checkbox"/> |
| d. FUZZY COMPARED TO AIRCRAFT TARGET | <input type="checkbox"/> | SHARP COMPARED TO KNOWN AIRCRAFT TARGET | <input type="checkbox"/> |
| e. SAME AS AIRCRAFT TARGET | <input checked="" type="checkbox"/> | | |

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? YES NO
 IF SO, DESCRIBE. _____

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?

GPA/23

DESCRIBE THE SIGNAL: MONOCHANNEL

27. WHAT WAS THE RADAR SCAN RATE? 5SPM

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

I DON'T KNOW

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? YES NO
 IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.

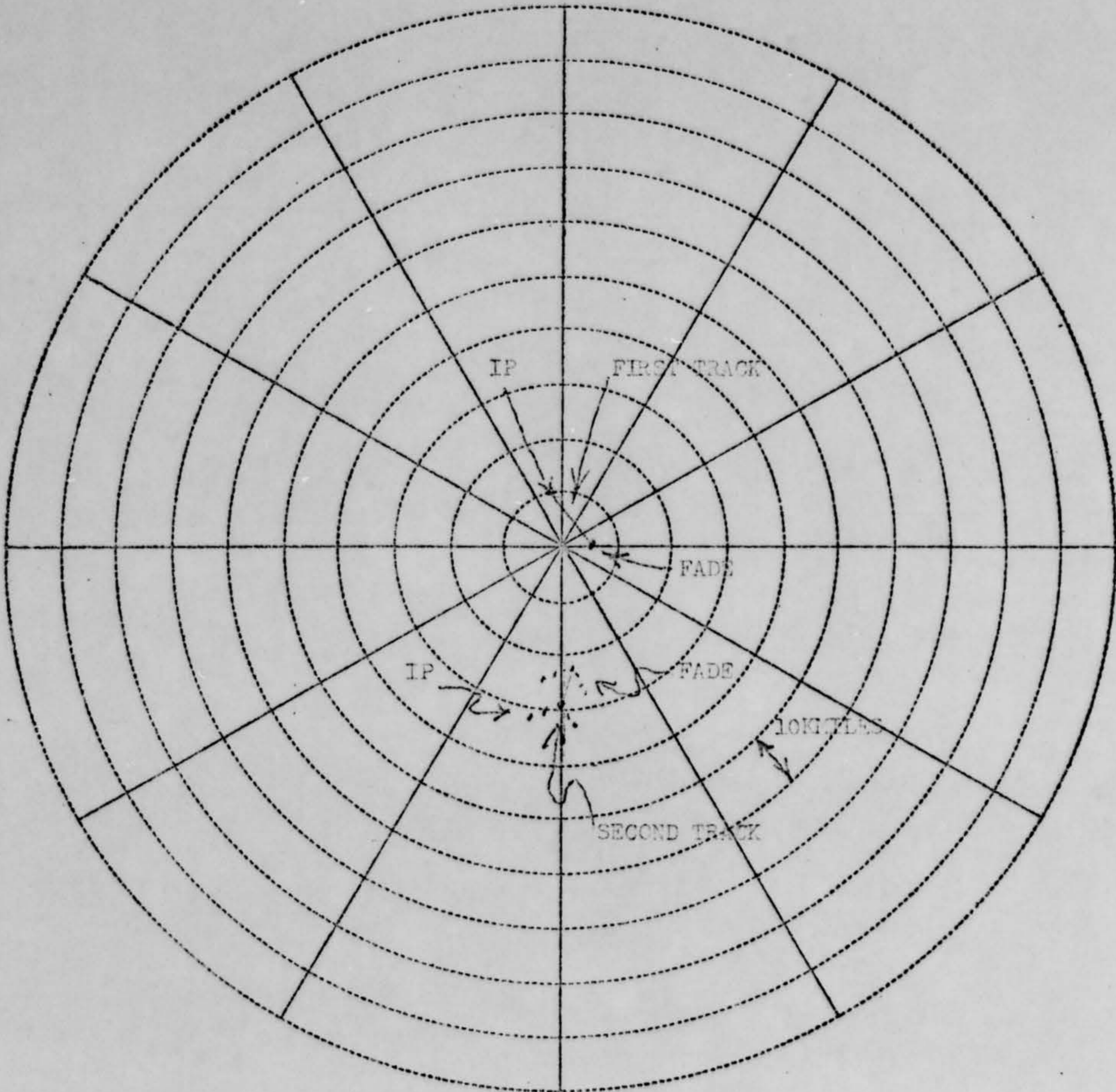
UNCLASSIFIED



[REDACTED]

UNCLASSIFIED

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



NO HR READING OR CONTACT

UNCLASSIFIED

[REDACTED]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART TWO PAGE 6 OF 20 PAGES
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I. SOURCE: A/2C James R. Pyszka, AF 17485091, USAF

Address: 756th AC&W Squadron, FINLAND (FKFC 4525), Minnesota

Age: 20 DOB: 27 December 1938

Occupation: Intercept Control Technician (ICT) at P-69 radar site

Education: High School Graduate - Radar Operator's Course Keesler AFB, Biloxi, Mississippi

Qualifications: Radar Operator (AFSC 27330) from April 1957 until March 1959.

II. RELIABILITY: Source was very friendly, cooperative, and sincere throughout the entire interview. He appeared to be of average intelligence. All information was voluntarily submitted. A/2C Pyszka was assigned multiple duties by the Controller on the night of 12 March 1959 (CST) and was unable to give complete data as to events as they occurred. Airman Pyszka's ability as an ICT was substantiated by other members of the organization.

III. SOURCE'S DESCRIPTION OF SIGHTING: A/2C James R. Pyszka, AF 17485091, of the 756th AC&W Squadron, FINLAND, Minnesota (FKFC 4525) was on duty at Radar Operations as an Intercept Control Technician (ICT) for Second Lieutenant John J. Murphey, who was the Controller. At approximately 0100 hours, 13 March 1959, three F-94C aircraft, (designated as SCOTCH NUMBERS I, II AND III) of the 179th FIS, (ANG), DULUTH MUNICIPAL AIRPORT, MINNESOTA (FKNB 5052) were on a bombing heads mission within the FINLAND, MINNESOTA area. SCOTCH I was designated as the simulated target and SCOTCH II and III as the interceptors. While on the second set up TREE FLAME (Squadron call sign) SCOTCH II and III were flying at a 360° at approximately 29,000 feet altitude, heading due north, when SCOTCH I or II reported a contact dead ahead at 4 miles on the aircraft radar scope. Lt. Murphey, the GALAHAD (756th AC&W) Controller, ordered the SCOTCH aircraft to climb 500 feet higher. The aircraft lost contact. SCOTCH II reported going through an unknown contrail. This cancelled the practice intercept for the second pass. A third intercept pass was set up and upon the approximate completion of the third practice intercept, Lt. Murphey, GALAHAD Controller spotted 2 tracks NNW of FINLAND, MINNESOTA AC&W Site, at approximately 330° and 20-30 miles out. The two targets were observed tracking on a 210° heading on the GPA-23 Radar Scope by Lt. Murphey. These two targets were pointed out to A/2C Pyszka, the ICT by the Controller for an opinion on the targets tracking on the scope. A/2C Pyszka through personal observation stated that they looked like actual tracks because of the blip's clarity. The ICT stated that if the blips were weather then they would have appeared hazy and fuzzy. The ICT then went to the FPS-6 Radar Scope to get an altitude reading of the targets. He scanned from 300° to 330° for approximately five minutes. The ICT made no pickup. He had no explanation as to the negative results on the FPS-6. Airman Pyszka stated the target on the GPA-23 scope had the size and slow movement of a small aircraft. Solid tracks were painted on the scope for a duration of approximately ten sweeps. The target had a 210° heading. The ICT stated that the targets did not maneuver, but were close together. A/2C Pyszka stated that a large aircraft would show up in size due to a large reflection on a large surface. The blip or paint on the scope was smaller than the average aircraft. The Controller vectored SCOTCH II and III (ANG F-94C Aircraft) to the site of the two unknown tracks. The Controller did not vector SCOTCH I because he had no radar observer. Then for approximately one half hour SCOTCH II and III altered courses to various degrees and altitudes. SCOTCH II and III each reported approximately 3 contacts. SCOTCH III received a contact and JUDY on the object at a distance of approximately 11-12 miles, and a heading of approximately 180°, altitude unknown. SCOTCH III closed in to

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART TWO
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PAGE 7 OF 20 PAGES

approximately 2-3 miles and then lost contact. There was no visual contact. All three SCOTCH Flights (I, II and III) were put into search operation. All three aircraft claimed possible contacts and tally-hos. The pilots could not judge speed of the contacts. The tally-hos could not be identified as reciprocal or jet aircraft. All three SCOTCH aircraft were released at approximately 0138Z to return to their home base. A/2C Pyszka then checked COUSIN Weather Station (DULUTH, MINNESOTA) and CHARLES Weather Station (31st Air Division) for meteorite storms and other weather data. The ICT received a negative reply on meteor showers, thunderstorms and comets. The Controller then scrambled one F-102 from DULUTH MUNICIPAL AIRPORT, MINNESOTA, at approximately 0141Z. This aircraft was known as COUSIN RED I. The ICT heard the Controller scramble vector at 040° and 15,000 feet altitude. The ICT heard the pilot inform the Controller that he was heading in an easterly direction. The F-102 interceptor reported contact on the radar scope at approximately 25° right at approximately 20 miles. The pilot claimed a contact (radar) that passed in front of his aircraft at a 330° heading. The pilot had the contact on his scope from approximately 10 to 20 seconds. Pilot had no visual contact. COUSIN RED I reported that the contact faded after it crossed in front of his aircraft. The pilot turned on course to intercept. The ICT had no further information as he was checking other pertinent data. The ICT did state that the F-102 had another contact before returning to home base.

IV. MISCELLANEOUS: The ICT operator checked with SCOTCH II after landing his aircraft, if in his opinion there was an airborne object there? SCOTCH II replied: "Definitely yes".

1 Incl
USAF Technical Information Sheet

UNCLASSIFIED
P y S KA

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

12 March 1959 EST
Day Month Year

2. Time of day: 13 00
Hour Minutes

(Circle One): A.M. or (P.M.)

3. Time zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

Funkland AFB 756 AFB MS Funkland Miss
Nearest Postal Address City or Town State or Country

Additional remarks: Working in Radar Operation as I CT for all
~~_____~~

5. Estimate how long you saw the object.

_____ Hours _____ Minutes _____ Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky? Clear night as reported by people

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

UNCLASSIFIED

29 Jan 69

35MM FILM

MARCH 13, 1959

Duluth, MINN.

OBSERVER: MILITARY

FILE # 1003528

IN custody of AUDIO-VISUAL DIVISION

1975

UNCLASSIFIED

1006TH AIR INTELLIGENCE SERVICE SQUADRON (ADVANCE)
United States Air Force
Fort Belvoir, Virginia

AIHOP

27 APR 1959

SUBJECT: Supplemental UFO Information

TO: Commander
Air Technical Intelligence Center
ATTN: AFCIN-4E4
Wright-Patterson Air Force Base, Ohio

1. Forwarded herewith are Airborne Observers' Data Sheets prepared by aircrew members of TOM CAT Flight, 718th Bombardment Squadron, 28th Bombardment Wing, Ellsworth Air Force Base, South Dakota, in reference to UFO sighting on 140250Z March 1959. The Data Sheets are forwarded as supplementary information to D7-UFOB-2-59.

2. Delay in forwarding the Data Sheets was due to the aircrew members' absence on leave, which precluded any contact with them during the initial investigation.

FOR THE COMMANDER:

Frank S. Kennedy Capt USAF

4 Incls

- 1. AISOP Form 2 (Mailander)
- 2. AISOP Form 2 (McClellan)
- 3. AISOP Form 2 (Winkelman)
- 4. AISOP Form 2 (Renner)

R. WALTER ZENLAND
Major, USAF
Administrative Officer

27 Jun 69

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This correspondence may be down-graded to UNCLASSIFIED upon removal of inclosures.

1006TH AISS Classified
Document Log # 59-1612

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

- (Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One) a. A mile or more away (a distant car)?
 b. Several blocks away?
 c. A block away?
 d. Several yards away?
 e. Other No lights

11. Did the object:

(Circle One for each question)

- | | | | |
|---|--------------------------------------|-------------------------------------|---|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't Know |
| b. Suddenly speed up and rush away at any time? | <input checked="" type="radio"/> Yes | <input checked="" type="radio"/> No | Don't Know |
| c. Break up into parts or explode? | Yes | <input checked="" type="radio"/> No | Don't Know |
| d. Give off smoke? | Yes | <input checked="" type="radio"/> No | <input checked="" type="radio"/> Don't Know |
| e. Change brightness? | Yes | <input checked="" type="radio"/> No | Don't Know |
| f. Change shape? | Yes | <input checked="" type="radio"/> No | Don't Know |
| g. Flicker, throb, or pulsate? | Yes | <input checked="" type="radio"/> No | Don't Know |

12. Did the object move behind something at anytime, particularly a cloud?

- (Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

- (Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

- | | | | | | |
|-----------------|-----|----|----------------|-----|----|
| a. Eyeglasses | Yes | No | e. Binoculars | Yes | No |
| b. Sun glasses | Yes | No | f. Telescope | Yes | No |
| c. Windshield | Yes | No | g. Theodolite | Yes | No |
| d. Window glass | Yes | No | h. Other _____ | | |

Saw it on Radar

UNCLASSIFIED



UNCLASSIFIED

16. Tell in a few words the following things about the object.

- a. Sound Don't know
- b. Color Don't know

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

No one actually could tell what they looked like.

18. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - c. Sharply outlined
 - d. Don't remember

- e. Other Don't know

19. IF there was MORE THAN ONE object, then how many were there? Many
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

They were heading in all directions, at different speeds. No set arrangement.

UNCLASSIFIED



20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

No set course

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other *Don't know*

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view?

The first few people to tell
anything and the faded in and out on Radar

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

No idea

UNCLASSIFIED

25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other Working in Park (postcard)

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Working at Murphy's pointed them out to me

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

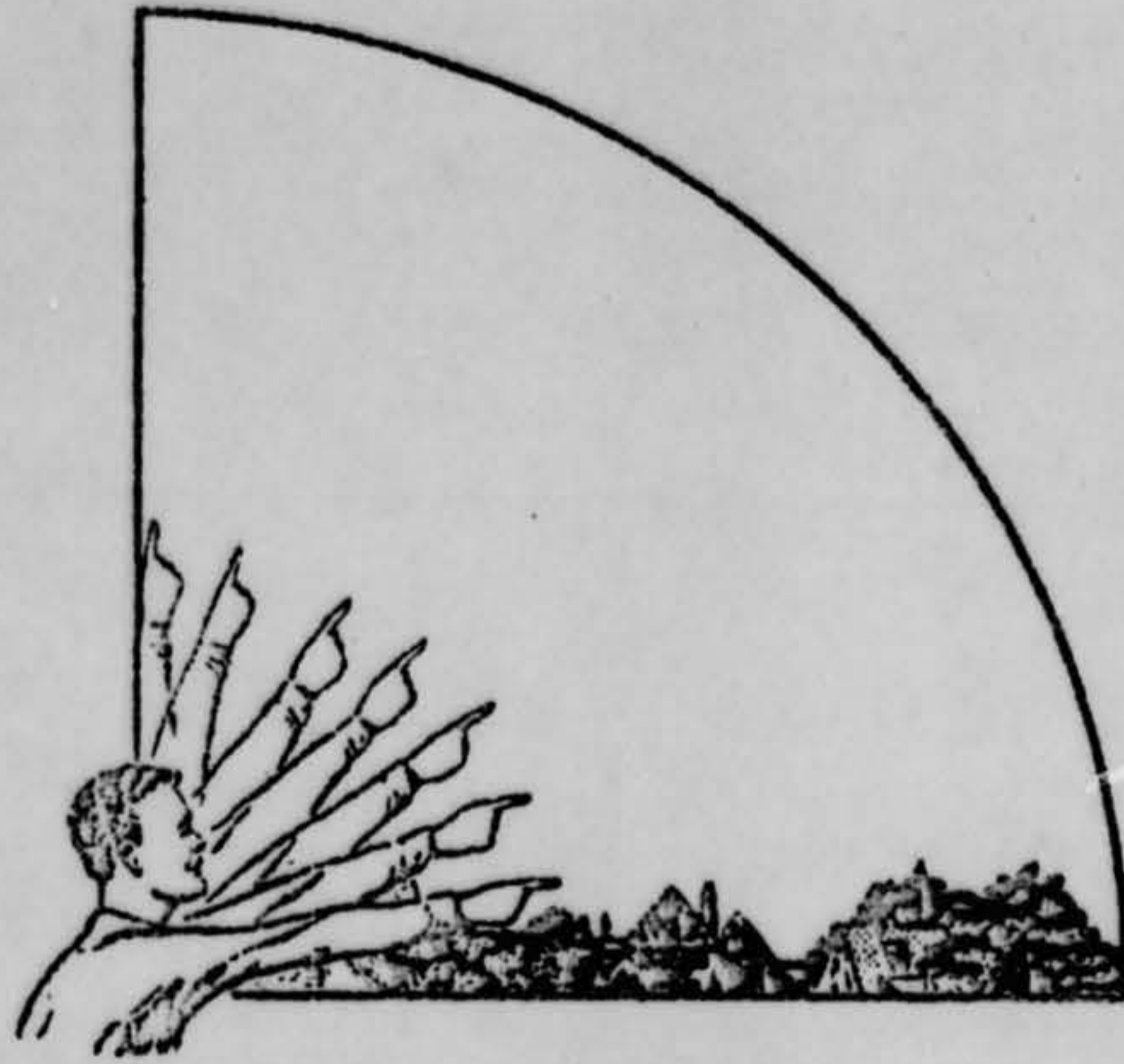
31.1 When it first appeared:

- a. From true North 360° degrees.
- b. From horizon _____ degrees.

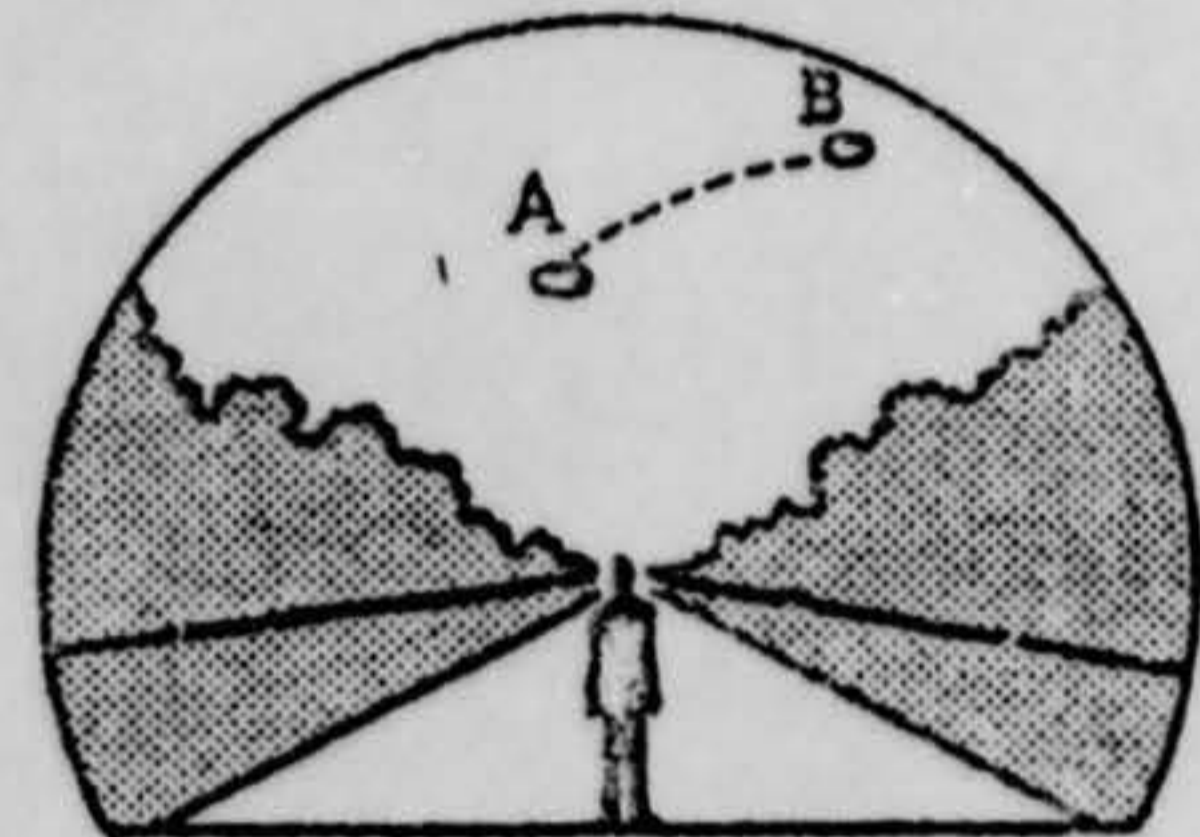
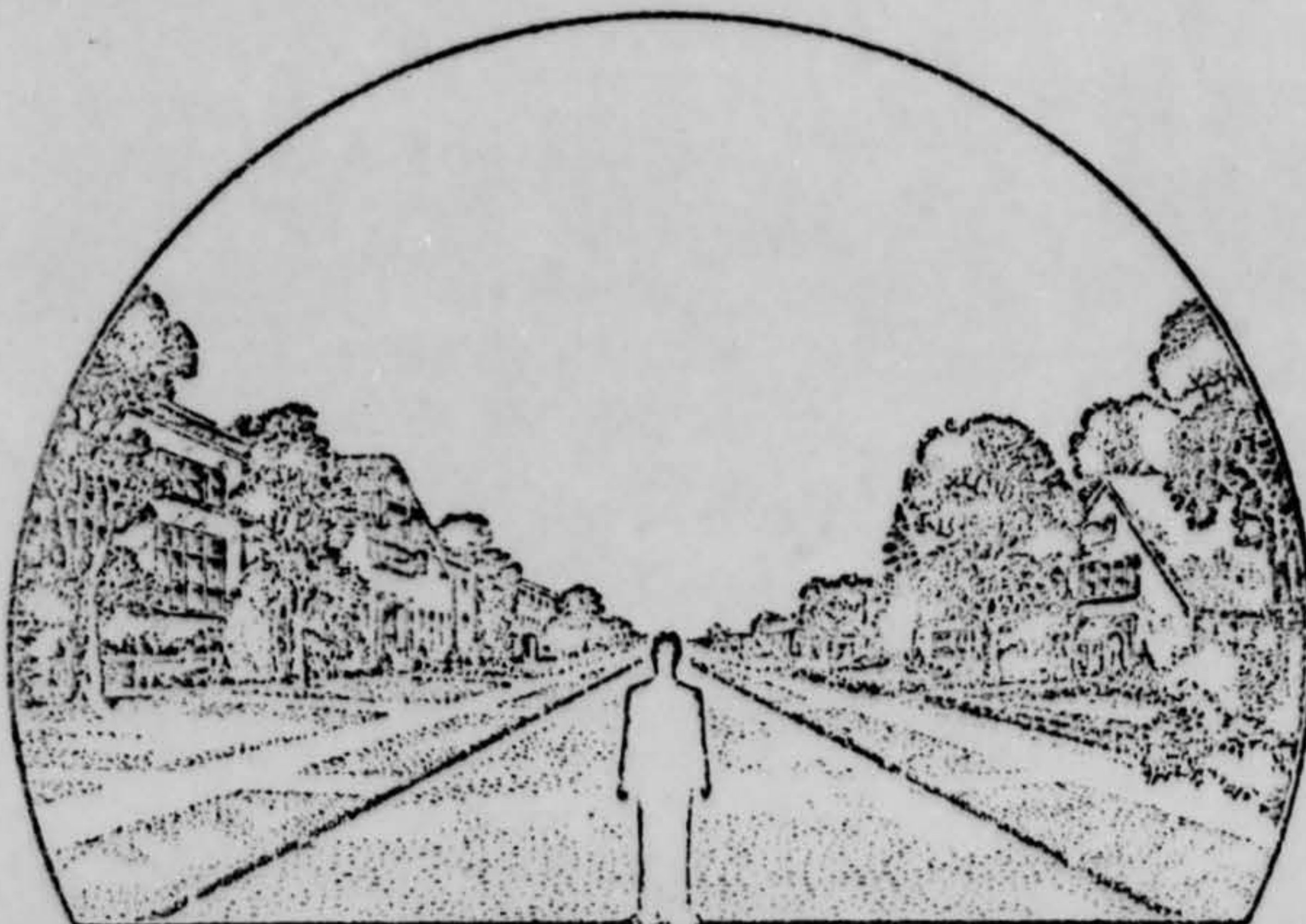
31.2 When it disappeared:

- a. From true North 915° degrees.
- b. From horizon _____ degrees.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



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34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

15 Day March Month 1959 Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

L.T. [REDACTED]
Finland Minn

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

In Alaska as a police operation.

38. In your opinion what do you think the object was and what might have caused it?

No idea what it was

UNCLASSIFIED

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

VARIED FROM
150 TO 1000 mph.

IF you answered YES, then what speed would you estimate? _____ m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? _____ feet.

41. Please give the following information about yourself:

AF 1748591

NAME [Redacted] [Redacted] [Redacted]
Last Name First Name Middle Name

ADDRESS 756 ACW SA Finland RES Miss
Street City Zone State

TELEPHONE NUMBER [Redacted]

What is your present job? Radar Operator

Age 20 Sex Male

Please indicate any special educational training that you have had.

- a. Grade school 8
- b. High school 4
- c. College _____
- d. Post graduate _____

e. e. Technical school Radar Operator
(Type) Detachment

f. Other special training 2 YEAR AS Radar
Operator

42. Date you completed this questionnaire:

15 April 1959
Day Month Year

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED]
SIGNATURE [REDACTED]
DATE 15 Nov 1951

(Do Not Write in This Space)
CODE:

I was flying over the area around 14303
and got a contact 12000 ft. 4 min.
We received a report of a contact, and as he I should be seen
contacts. A few minutes later the target was 2 times
on our radar track, 91300 ft. about a 3300
2 to 3 miles from our radar site. We were then
over there, and they got very contacts and they
by but could not find out just what they were.
They kept flying around the area for a half an
hour trying to find out just what they were. At
about 30 minutes we sent them home, because
they were getting low on fuel. At 14400 ft.
to 14300 ft. at 14400 ft. we scrambled.

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[REDACTED]

Cos Red 1 1-F102 from Dumb. He encountered
a very fast object. Cos Red 1 got radar contact
so but object was moving so fast it couldn't keep
up with the object. I spent about 30 minutes
checking out other possibilities and wasn't working
with Lt. Hingle, so I couldn't stay all that
long off during that time.

On the way back to Dumb. Cos Red 1 got
one more contact but it faded right away.
We sent Cos Red 1 for lack of fuel.

151

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART THREE PAGE 8 OF 20 PAGES
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I. SOURCE: Major James G. Pryor, Jr., USAF

Address: 756th AC&W Squadron, FINLAND (FKPC 4525), MINNESOTA

Age: 46

Occupation: Operations Officer P-69 radar site

Education: (College - years attended unknown); AC&W Intelligence

Qualifications: Three (3) months as Controller and Operations Officer.

II. RELIABILITY: Source had very scanty information about the UFOB sighting. Source seemed very reluctant to divulge any information about this UFOB sighting because in his opinion he felt that the object reported did not warrant an investigation.

III. SOURCE'S DESCRIPTION OF SIGHTING: Major Pryor stated during the investigation that he had very little information, however, he did observe a skin paint type similar to an intense paint on the UPA-35 scope. He further stated that he had observed the blip for about five sweeps of the scope before it disappeared. No further information available.

1 Incl
USAF Technical Information Sheet

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

UNCLASSIFIED
AIRBORNE OBSERVER'S DATA SHEET

Classification Canceled
(or changed to _____)
Auth. _____
By _____

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

14 MAR 1959
Day Month Year

2. Time observation was made:

Time Zone Daylight Saving
 Standard
or 0250 Z (GMT)

3. Exact location of aircraft when the observation was first made:

48 04N 93 45W
Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
_____	<u>L/col</u>	<u>IP</u>
_____	<u>CAPT.</u>	<u>AC</u>
_____	<u>1/LT.</u>	<u>P</u>
_____	<u>A/IC</u>	<u>G</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

DOWNGRADED AT 3 YEAR INTERVALS!
DECLASSIFIED AFTER 10 YEARS.
DO NOT DISSEMINATE

AISOP # 2
(19 Sep 56)

UNCLASSIFIED

Incl # 2

Document Log # 59-1612-597436

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

12 Day MAR Month SCOPE UPA-35 1959 Year

2. Time of day:

APPROX 0000
Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern
 b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
 b. Standard

4. Where were you when you saw the object?

756 AC+W (GALLAHAD) Nearest Postal Address FINLAND City or Town ARS, MINN State or Country

Additional remarks: _____

5. Estimate how long you saw the object.

_____ Hours _____ Minutes 45 Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain
 b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
 f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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29 Jan 69

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One)
- a. A mile or more away (a distant car)?
 - b. Several blocks away?
 - c. A block away?
 - d. Several yards away?
 - e. Other _____

11. Did the object:

ON SCOPE

(Circle One for each question)

- | | | | |
|---|-----|-------------------------------------|------------|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't Know |
| b. Suddenly speed up and rush away at any time? | Yes | No | Don't Know |
| c. Break up into parts or explode? | Yes | No | Don't Know |
| d. Give off smoke? | Yes | No | Don't Know |
| e. Change brightness? | Yes | No | Don't Know |
| f. Change shape? | Yes | <input checked="" type="radio"/> No | Don't Know |
| g. Flicker, throb, or pulsate? | Yes | <input checked="" type="radio"/> No | Don't Know |

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

- | | | | | | |
|-----------------|-----|----|---------------|--------------|----|
| a. Eyeglasses | Yes | No | e. Binoculars | Yes | No |
| b. Sun glasses | Yes | No | f. Telescope | Yes | No |
| c. Windshield | Yes | No | g. Theodolite | Yes | No |
| d. Window glass | Yes | No | h. Other | <i>SCOPE</i> | |

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DOWNLOADED BY [unclear] ON [unclear] AT [unclear]

16. Tell in a few words the following things about the object.

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a. Sound _____

b. Color _____

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

18. The edges of the object were: SCOPE

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - VERY c. Sharply outlined
 - d. Don't remember

e. Other SKIN PAINT TYPE
LIKE INTENSE PAINT
ON A UPA-35.

19. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

UNCLASSIFIED

UNCLASSIFIED



20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view? SCOPE DISAPPEARED AFTER
FIVE SWEEPS

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

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25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

30. What direction were you looking when you last saw the object? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

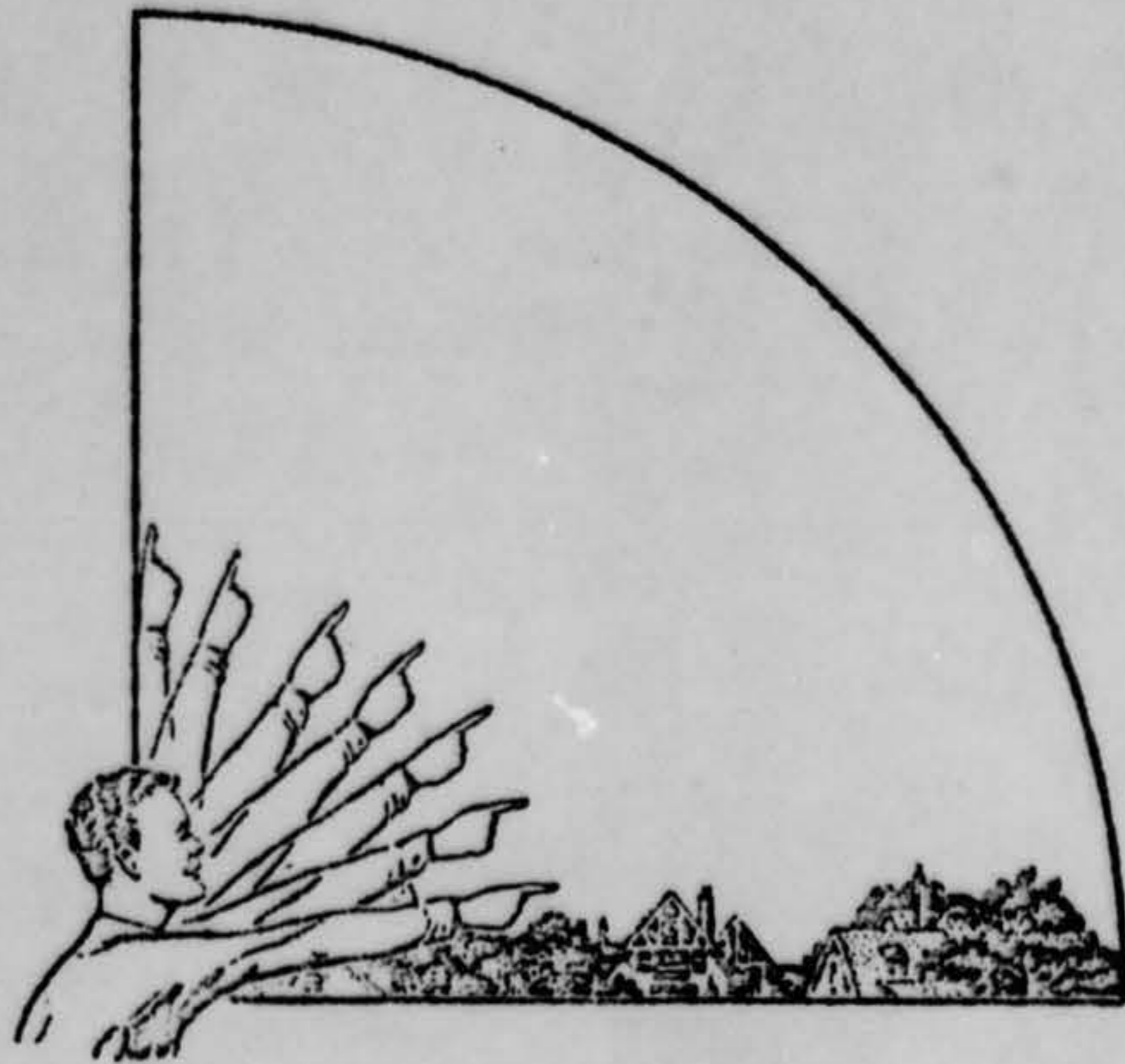
31.1 When it first appeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

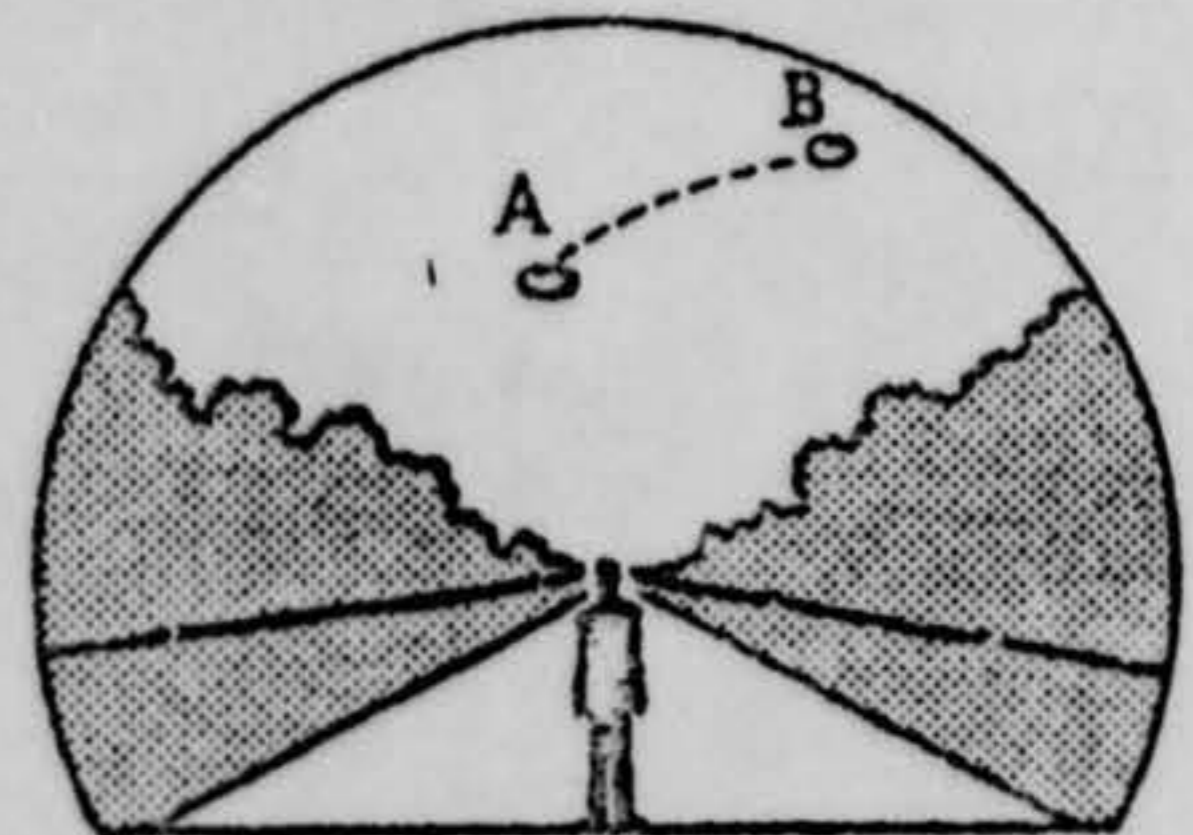
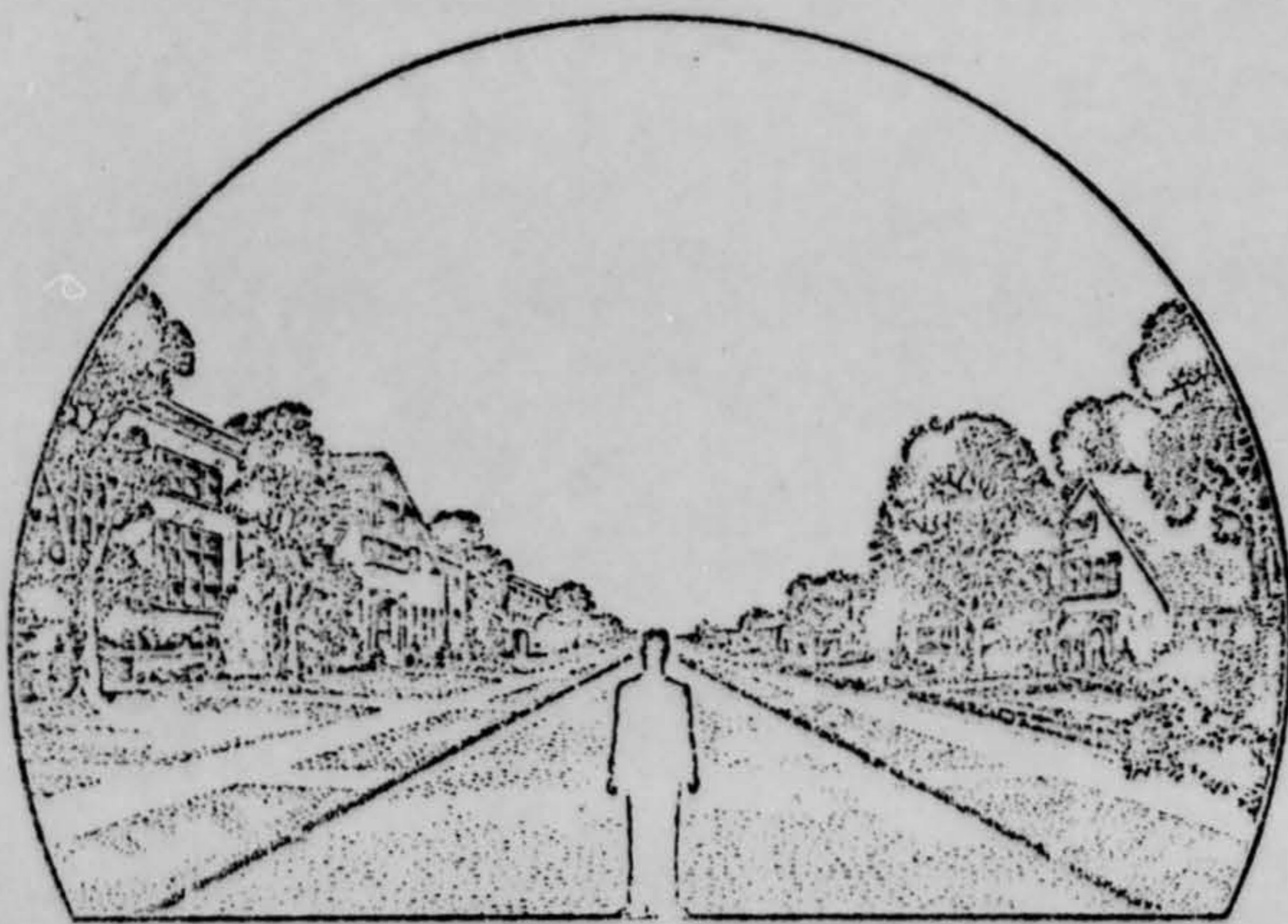
31.2 When it disappeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

Day Month Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

UNCLASSIFIED

DECLASSIFIED BY: [redacted]

REASON: [redacted]

DATE: [redacted]

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? _____ m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? _____ feet.

41. Please give the following information about yourself:

NAME _____
Last Name First Name Middle Name

ADDRESS FINLAND AFS FINLAND MINN.
Street City Zone State

TELEPHONE NUMBER _____

What is your present job? OPERATIONS OFFICER, 756TH AC+WROX

Age 46 Sex M

Please indicate any special educational training that you have had.

- a. Grade school _____
- b. High school _____
- c. College _____
- d. Post graduate _____
- e. e. Technical school MILITARY
(Type) AC+W, INTEL.
- f. Other special training _____

42. Date you completed this questionnaire:

15 MARCH 59
Day Month Year

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ON 08-11-2010

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART FOUR PAGE 9 OF 20 PAGES
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I. SOURCE: 2nd Lt. James D. Chapman, AO 3064607, ANG

Address: 179th FIS (ANG) DULUTH MUNICIPAL AIRPORT, MINNESOTA

Age: 25 DOB: 1 August 1933

Occupation: Civilian: Bank Teller, Northern City Bank, DULUTH, MINNESOTA. Military: F-94C Pilot, 179th FIS (ANG), DULUTH, MINNESOTA

Education: High School Graduate, June 1951. Graduated LAUGHLIN AIR FORCE BASE, DEL RIO, TEXAS, 1956.

Qualifications: Approximately 690 flying hours; 500 hours jet.

II. RELIABILITY: Source was very friendly, cooperative, and sincere throughout the interview. He appeared to be of above average intelligence. All information was voluntarily submitted. Captain Carr, Operations Officer of the 179th FIS (ANG), DULUTH MUNICIPAL AIRPORT, MINNESOTA, stated that Lt. Chapman was a capable and trustworthy pilot and officer. Lt. Chapman's information appears reliable because it confirms with other information.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 13 March 1959, at approximately 0030Z hours, 2nd Lt. James D. Chapman and Radar Observer (RO) 2nd Lt. John Arotta of the 179th FIS (ANG) DULUTH MUNICIPAL AIRPORT, DULUTH, MINNESOTA (FKNB 5052), took off in F-94C aircraft on a routine intercept training mission. Lt. Chapman's aircraft was designated SCOTCH II. Two other ANG F-94C participating in the training mission were designated as SCOTCH I and III. All three aircraft took off at the same time. The aircraft took a NNE heading and leveled off at approximately 31,000 feet altitude. The intercept training mission commenced. SCOTCH I was simulated target, SCOTCH II and III were interceptors.

Two complete intercept passes were made. GALAHAD, the 756th AC&W Squadron at FINLAND, MINNESOTA (FKPC 4525), directed the simulated attack by radar. SCOTCH II and III were heading 180° on the intercept run when the RO of the former informed his pilot, Lt. Chapman, that he observed two (2) unidentified targets on the scope. SCOTCH II was flying at approximately 31,000 feet and at approximately 260 indicated speed and with a heading of 180°. The two (2) targets were lost after approximately one (1) minute duration. Lt. Chapman called GALAHAD, and told the AC&W Controller that two (2) unidentified targets were observed on the scope of SCOTCH II. GALAHAD's radar had no pickup on the two (2) targets. The practice intercept was missed. Another intercept was set up. The pilot could not recall whether he was on the fourth or fifth practice intercept when he received a radio call from GALAHAD informing him that GALAHAD tracked an unknown blip on its scope.

The GALAHAD controller then notified the pilot of SCOTCH II to take a 090° heading at 31,000 feet upon completion of the practice intercept and to attempt to identify the unknown blip. This blip was not observed on SCOTCH II's radar scope at this time. Shortly after the last pass while on the 090° heading, their radar scope picked up an unknown blip momentarily. It was located directly ahead and at approximately 25,000 feet altitude. The pilot took the aircraft down to 25,000 feet. While on an approximate heading of 180°, the radar observer of SCOTCH II picked up a solid contact. SCOTCH II closed in from 14 miles to 9 miles at 300-325 indicated speed. The pilot had no visual contact. The blip faded and the observer gradually lost contact. This contact had lasted for approximately one (1) minute. The pilot stated that the radar set of the aircraft was weak, making pick ups of SCOTCH III at

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(CLASSIFICATION)

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART FOUR PAGE 10 OF 20 PAGES
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approximately 8-9 miles, but nothing beyond. This unidentified blip, however, was picked up at a distance of approximately 14 miles. The pilot had visual contact, which he described as a white light the size of a pea, approximately 5 miles away, at an altitude of 10,000 feet and a true heading of approximately 250°. The pilot was flying at 20,000 feet altitude and approximately 300 knots indicated. The pilot flew approximately 5 minutes before recognizing this light as a light on the northern shore of Lake Superior; at this time he was at an altitude of approximately 6,000 feet. There was no radar contact. SCOTCH II turned and took a 020° heading and climbed to 13,000 feet altitude.

The pilot of SCOTCH II observed a light below his aircraft at approximately 6,000 feet and a heading of 180°. There was no radar contact. The pilot called GALAHAD and informed them. At this time the pilot became skeptical as to the validity of these observations, because after he checked SCOTCH I's altitude and heading, he positively identified the visual contact as being SCOTCH I. SCOTCH I made a right climbing turn which permitted positive visual identification. The pilot's aircraft was getting low on fuel so he notified GALAHAD of the situation and headed for home airfield at DULUTH, MINNESOTA. While SCOTCH II was on a heading toward his home airfield, the aircraft radio's audio faded to a point where the RO could not read outside transmissions. The pilot's readability of outside transmissions was also very weak. After approximately five (5) minutes, reception of outside transmission signals returned to normal. The weather was clear at 31,000 feet altitude and hazy down to 18,000 feet altitude during this operation. No further information.

- 1 Incl
USAF Technical Information Sheet

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

5. Aircraft identification	UNCLASSIFIED	6. Flight Data
a. Type aircraft <u>B52D</u>		a. Heading <u>010</u>
b. Serial No. <u>56-687</u>		<input checked="" type="checkbox"/> Mag <input type="checkbox"/> True <input type="checkbox"/> Compass
c. Home Station <u>ELLSWORTH</u> <u>AFB SD</u>		b. Ind. Altitude <u>31000'</u>
		c. Ind. Airspeed <u>241</u>
		<input checked="" type="checkbox"/> Knots <input type="checkbox"/> MPH

7. Was an attempt to detect the object on airborne radar made? (Circle one)

Yes **No** No Radar Radar inoperative

a. If YES, describe: _____

8. Was an intercept attempted? (Circle one) Yes **No**

9. Were photographs taken? (Circle one) Yes **No**

10. Were any other aircraft seen in the area? (Circle one) Yes **No**

a. If YES, was any attempt made to contact them? Comments: _____

11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one) **Yes** No Comments: _____

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DECLASSIFIED AUTOMATICALLY
DOW. DIR 8260.10

UNCLASSIFIED

1006TH AISS Classified
Document Log # 57-1436
59-1612

2d LT JAMES D CHAPMAN
AO 506 4607

UNCLASSIFIED
U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

13 March 1959
Day Month Year

2. Time of day: 00 30 Z

Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern
 b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
 b. Standard

4. Where were you when you saw the object?

N/A

Nearest Postal Address City or Town State or Country

Additional remarks: _____

5. Estimate how long you saw the object.

_____N/A_____
Hours Minutes Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
 e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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[Handwritten signature]

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One): N/A

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): a. Yes b. No c. Don't remember N/A

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One)
- a. A mile or more away (a distant car)? N/A
 - b. Several blocks away?
 - c. A block away?
 - d. Several yards away?
 - e. Other _____

11. Did the object:

	(Circle One for each question)		
a. Appear to stand still at any time?	Yes	No	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't Know
c. Break up into parts or explode?	Yes	No	Don't Know
d. Give off smoke?	Yes	No	Don't Know
e. Change brightness?	Yes	No	Don't Know
f. Change shape?	Yes	No	Don't Know
g. Flicker, throb, or pulsate?	Yes	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud? N/A

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud? N/A

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? N/A b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following? N/A

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other _____		

16. Tell in a few words the following things about the object.

a. Sound N/A

b. Color _____

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

N/A

18. The edges of the object were:

- (Circle One):
- a. Fuzzy or blurred
 - b. Like a bright star
 - c. Sharply outlined
 - d. Don't remember

N/A

e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? N/A

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

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20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

N/A

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.

N/A feet.

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view?

N/A

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

N/A

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25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other N/A

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other N/A

27. What were you doing at the time you saw the object, and how did you happen to notice it?

N/A

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One) N/A

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? N/A miles per hour.

28.3 Did you stop at any time while you were looking at the object?
(Circle One) Yes No N/A

29. What direction were you looking when you first saw the object? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

31.2 When it disappeared:

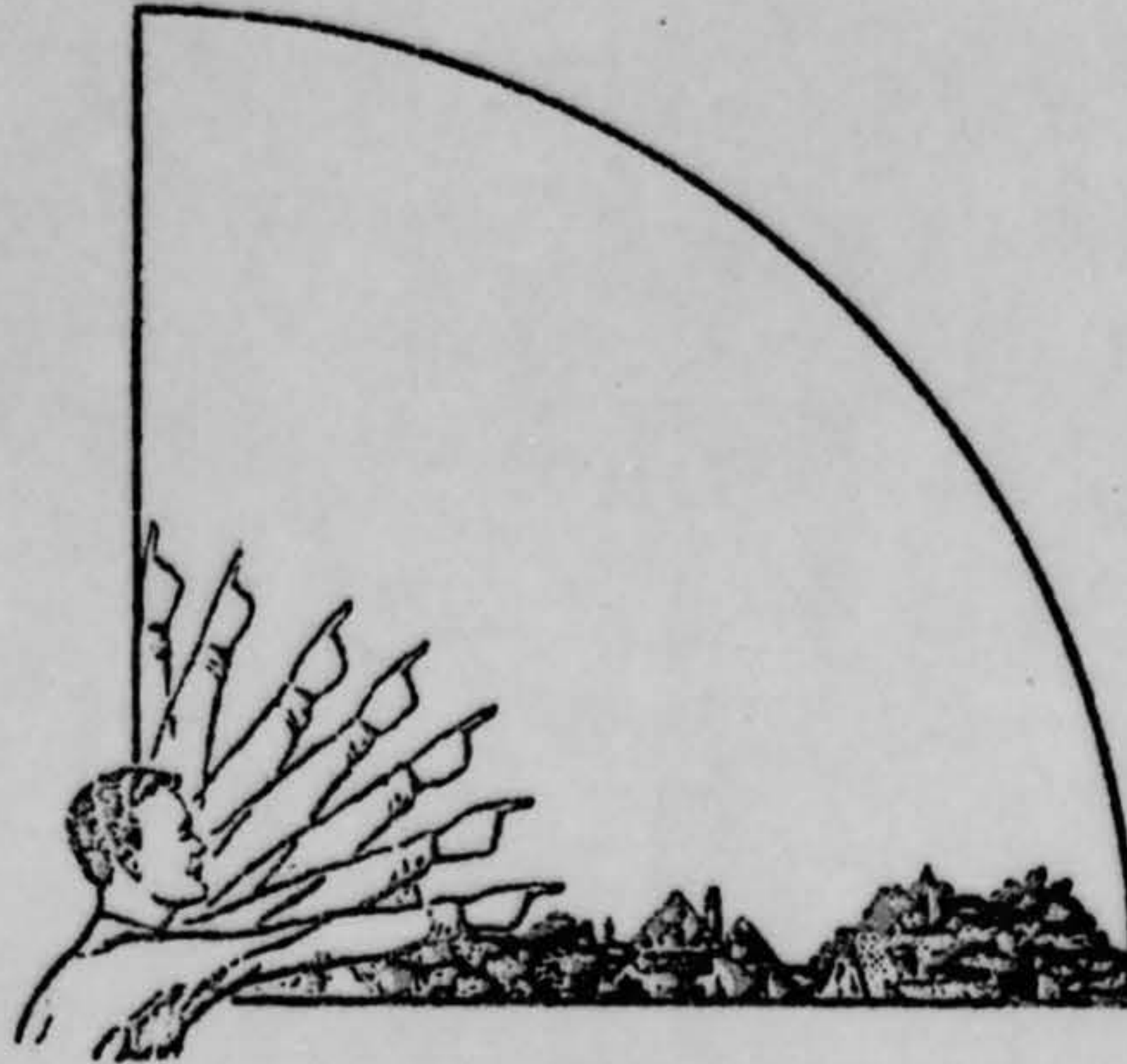
- a. From true North _____ degrees.
- b. From horizon _____ degrees.

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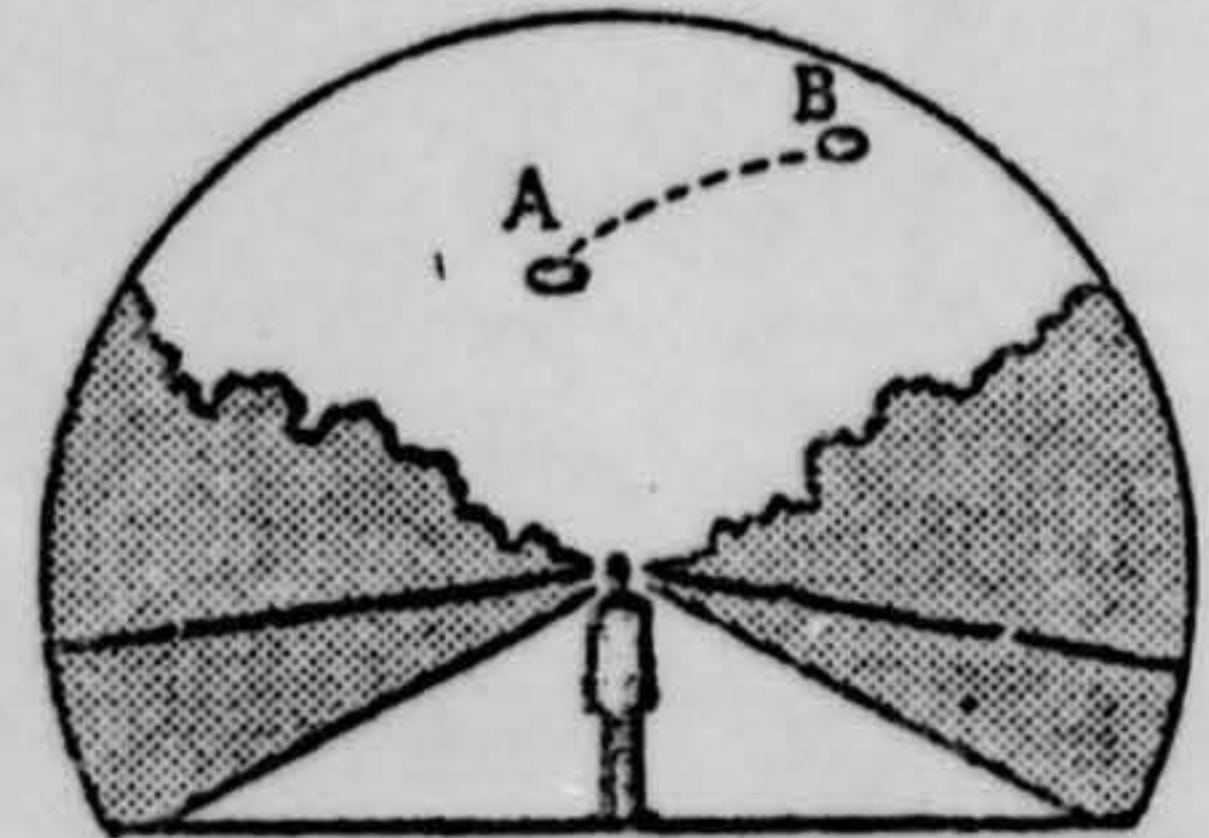
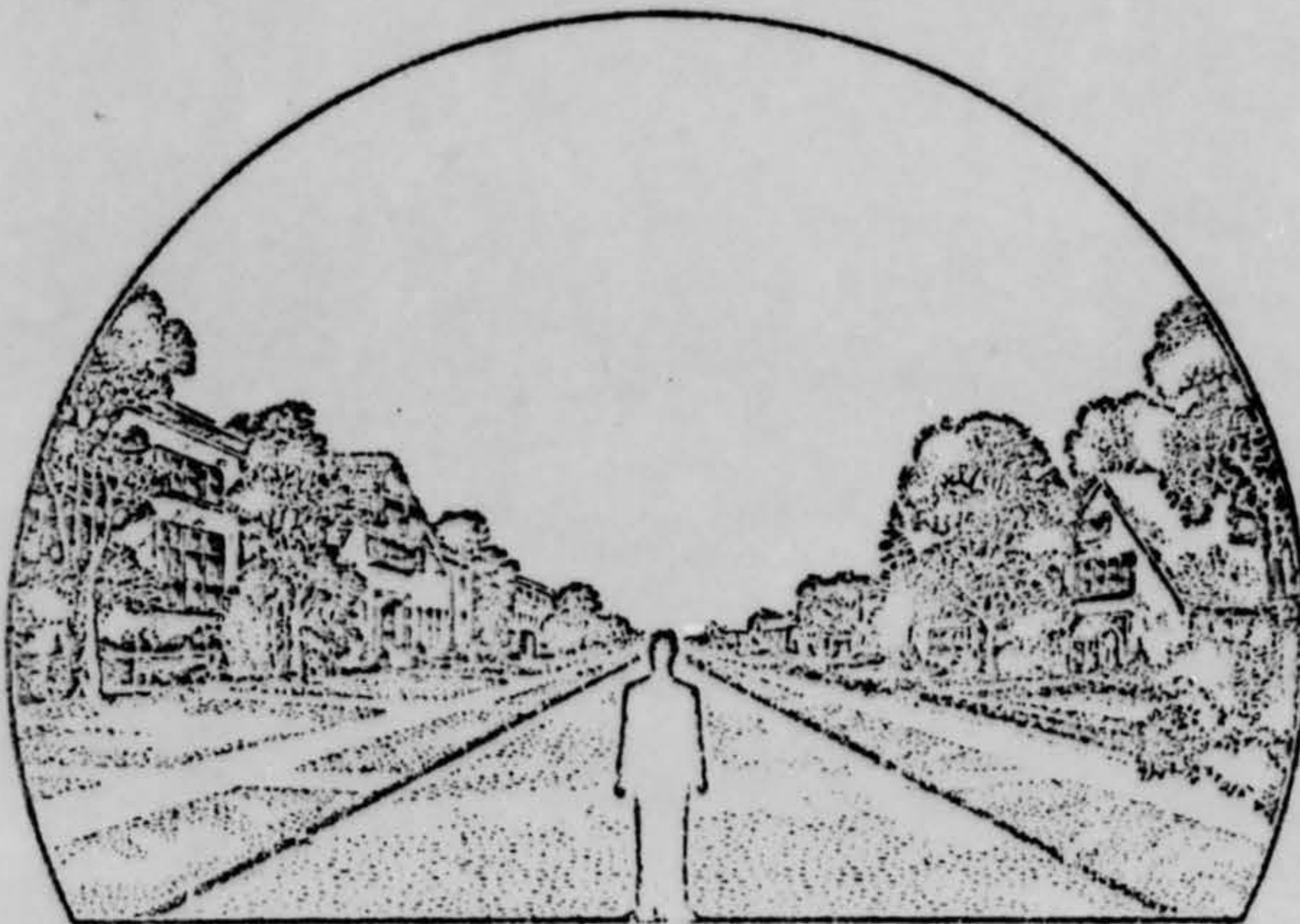
32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you last saw it.

N/A



33. In the following larger sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it. Refer to smaller sketch as an example of how to complete the larger sketch.

N/A



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[Redacted]

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34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

_____ ^{N/A} _____
 Day Month Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

*With no sighting of the object, it is impossible to say
 it could have been an aircraft flying without
 lights.*

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Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? _____ m.p.h.

J. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? 14 miles feet

41. Please give the following information about yourself:

NAME _____
Last Name First Name Middle Name

ADDRESS _____
Street City Zone State MINN

TELEPHONE NUMBER _____

What is your present job? Bank Teller

Age 25 Sex Male

Please indicate any special educational training that you have had.

- a. Grade school
- b. High school
- c. College _____
- d. Post graduate _____
- e. e. Technical school _____
(Type) _____
- f. Other special training Pilot Training

42. Date you completed this questionnaire: 16 Day MAY Month 59 Year

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED] 2/27
(Please Print)

SIGNATURE [REDACTED]

DATE Mar 16 1959

(Do Not Write in This Space)

CODE:

During a night intercept mission GCI called and said they had an unknown target. We had previously picked up two targets with our airborne radar. GCI vectored us in to this target. We were able to pick up the target on our radar several times but were unable to hold contact long enough to identify the target. One contact was made at 14 miles and we held contact until nine miles, at that time the contact faded and we lost the target. We had one or two other contacts but the target faded almost immediately. A visual sighting was made from my aircraft. The target was fairly lazy at this time.

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DOWNGRADED AT 5 YEAR INTERVALS:

EXEMPT FROM AUTOMATIC DOWNGRADING:

DATE: 03/20/2000

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART FIVE PAGE 11 OF 20 PAGES
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I. SOURCE: 2nd Lt. John R. Arotta, AO 3066611, ANG

Address: 179th FIS (ANG) DULUTH MUNICIPAL AIRPORT, MINNESOTA

Age: 24 DOB: 7 January 1935

Occupation: Civilian: Salesman; Military: Radar Observer.

Education: Graduate Central High School, 1953, DULUTH, MINNESOTA;
2 years University of Minnesota (Business Course) 1955

Qualifications: 575 hours as radar observer. Graduate USAF
Navigator School and USAF Radar Observer School

II. RELIABILITY: Source was very friendly, cooperative, sincere, and very talkative. He appeared to be of above average intelligence. All information was voluntarily submitted. Captain Carr, Operations Officer of the 179th FIS (ANG) DULUTH MUNICIPAL AIRPORT, MINNESOTA, stated the Lt. Arotta was a capable and trustworthy radar observer, and officer. Lt. Arotta's information appears to be reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 13 March, at approximately 0030Z hours, 2nd Lt. John R. Arotta, AO 3066611, Radar Observer (RO) of the 179th Fighter Intercept Squadron (ANG) stationed at DULUTH MUNICIPAL AIRPORT, (FKNB 5052), MINNESOTA, took off in an F-94C aircraft (SCOTCH FLIGHT II) piloted by 2nd Lt. James D. Chapman on a practice intercept mission with two other ANG F-94Cs and headed in a Northeast direction. Mission code name was SCOTCH FLIGHT. SCOTCH FLIGHT consisted of SCOTCH I, II, and III. Take off time of SCOTCH FLIGHT was approximately 130030Z, climbed 360 degrees to angels 30. SCOTCH II RO thought the speed of his aircraft was 300 knots indicated. Seventy (70) miles north of DULUTH, GALAHAD 15 controller told SCOTCH II and III to break away from SCOTCH I in order to set-up the practice intercept. After the first intercept was completed and the second intercept was set-up, SCOTCH II Radar Observer picked up two (2) targets on his scope, altitude of targets level. RO stated that he had no idea of targets' heading. At this time RO stated that his radar was not working too efficiently. He stated that the target blips appeared to be bigger than an F-94 blip and about one half mile apart. RO definitely stated that the unknown targets were sixty (60) to seventy (70) miles Northeast of DULUTH. He further stated that the two unknown targets were out of position to be considered the target ship SCOTCH I, and mentioned this to his pilot. SCOTCH II pilot then called GALAHAD 15 controller and asked whether there were any planes in their area. GALAHAD controller notified SCOTCH II pilot that he had no contact on his scope and that he had no flight plans of any aircraft being in the area. SCOTCH II at this time continued to run his second practice intercept. SCOTCH II then completed his second practice intercept. Shortly before starting his third practice intercept GALAHAD 15 controller notified SCOTCH II pilot that he had a skin paint on his GPA-23 scope, 090 degrees from SCOTCH II, at about twenty (20) miles. GALAHAD controller told SCOTCH II pilot to continue practice intercept and, after completion of the third practice intercept, to run an ID (Identification) on the unknown target. Upon completion of the third practice intercept SCOTCH II pilot was given a 090 degree heading by GALAHAD 15. On this heading pilot increased his speed to about 450 knots true air speed. While on the 090 degree heading the RO reported that he had a pick up on his scope at 14 miles, dead ahead, and low. SCOTCH II descended to angels 16 and closed to nine (9) miles from the unknown target. The RO stated that the unknown target faded after approximately two (2) minutes. SCOTCH II then called GALAHAD and said that he had lost the target. GALAHAD radioed that he also lost the target on his scope at the same time. The RO stated that the target definitely was not a ground return. During the period of having the unknown target on his scope the RO mentioned to his pilot that he thought that he was getting jammed electronically.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—
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11. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Estimate how long you saw the object.

00

Hours

15

Minutes

00

Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other _____

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

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DECLASSIFIED BY SP8 BJS/MLP
DOD DIR 420010

1005TH AISS Classified
Document Log # 477436

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART FIVE PAGE 12 OF 20 PAGES
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(Interviewers Note: When RO was queried on his electronic jamming experience, he recalled that last summer or last fall he had experienced electronic jamming while on a practice intercept of a B-52 aircraft. He further stated that the jamming of the unknown target he had on his scope on this mission did not appear to be as bad as the jamming he encountered on the B-52 last summer or fall. Further questioning of the RO divulged that he had experienced electronic jamming many times while on F-94C practice intercept missions utilizing the same radar frequencies). GALAHAD radioed SCOTCH II that he had again picked up the target on his scope, and then vectored SCOTCH II on a 180 degree heading. While on the 180 degree heading GALAHAD called and said the unknown target should be dead ahead of SCOTCH II at nine (9) miles. At this time the RO reported to GALAHAD that he picked up the target at nine (9) miles and dead ahead. SCOTCH II chased unknown target down to angels 6 and then closed to within two (2) miles. At this time the unknown target faded from SCOTCH II's scope. In RO's opinion, the last target on his scope possibly could have been a ground return. RO stated that he picked up other contacts but believed that these contacts were either SCOTCH I or III. Shortly thereafter, RO stated that his UHF (AN/ARC 27A) radio set lost its volume and could not be regulated. His receiver became very weak and barely audible. SCOTCH II pilot then called GALAHAD that his fuel was low and that he was returning to base.

IV. MISCELLANEOUS COMMENTS OF RO: RO stated that while he was on this mission, the night was clear and that the northern lights were not visible. He further stated that the radios in F-94C aircraft of his squadron were very old.

- 1 Incl
USAF Technical Information Sheet

(CLASSIFICATION)

UNCLASSIFIED

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

12 Mar 59
Day Month Year

2. Time of day: CST 1915
Hour Minute
(Circle One): A.M. P.M.

3. Time zone:

(Circle One): a. Eastern
b. Central 5
c. Mountain
d. Pacific
e. Other

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

Nearest Postal Address City or Town State or Country
Additional remarks: Radar Observer 1494C

5. Estimate how long you saw the object.

contacts: 1st contact - 20 sec, 2nd contact - 2 min, 3rd contact - 2 minutes. TOTAL 3 RADAR

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

29 Jul 69

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight (quarter moon)
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky? ^{NOISE RETURN ON SCOPE}

(Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One)
- a. A mile or more away (a distant car)?
 - b. Several blocks away?
 - c. A block away?
 - d. Several yards away?
 - e. Other _____

N/A

11. Did the object: ^{ON SCOPE}

(Circle One for each question)

- | | | | |
|---|-----|-------------------------------------|---|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't Know |
| b. Suddenly speed up and rush away at any time? | Yes | No | <input checked="" type="radio"/> Don't Know |
| c. Break up into parts or explode? | Yes | N/A | Don't Know |
| d. Give off smoke? | Yes | No | Don't Know |
| e. Change brightness? | Yes | No | Don't Know |
| f. Change shape? | Yes | No | Don't Know |
| g. Flicker, throb, or pulsate? | Yes | No | Don't Know |

N/A

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

- | | | | | | |
|-----------------|-----|----|---------------|----------------|----|
| a. Eyeglasses | Yes | No | e. Binoculars | Yes | No |
| b. Sun glasses | Yes | No | f. Telescope | Yes | No |
| c. Windshield | Yes | No | g. Theodolite | Yes | No |
| d. Window glass | Yes | No | h. Other | AIRBORNE RADAR | |

SCOPE E-5

UNCLASSIFIED

DECLASSIFY AT 10 YEAR INTERVALS; AFTER 12 YEARS.

UNCLASSIFIED

16. Tell in a few words the following things about the object.

a. Sound _____
b. Color _____ *N/A*

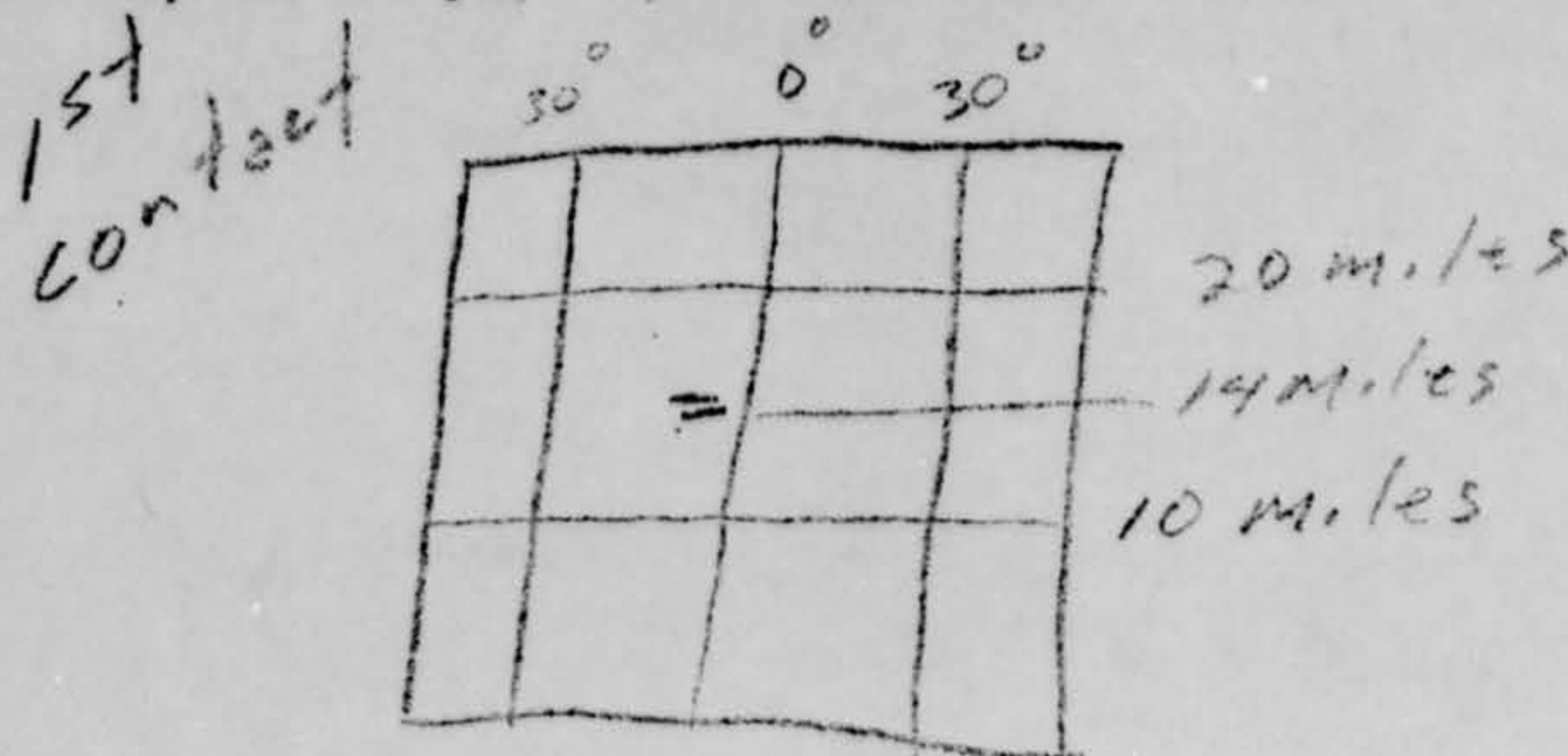
17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

N/A

18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
N/A e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.



E-5 Radar Scope

UNCLASSIFIED

[Redacted]

UNCLASSIFIED

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

N/A

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet. GAVE OFF A BIGGER RETURN ON SCOPE THAN A PAINT OF A 94G

22. How large did the object or objects appear ^{ON SCOPE} as compared with one of the following objects held in the hand and at about arm's length? [^]

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar

- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view? FADED FROM SCOPE.
WHICH IS UNUSUAL AT 14 MILE RANGE

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

N/A

CLASSIFICATION: UNCLASSIFIED

UNCLASSIFIED



UNCLASSIFIED

25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane *WATCHING RADAR SCOPE*
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

WATCHING SCOPE

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

N/A

29. What direction were you looking when you first saw the object? (Circle One)

N/A

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

N/A

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

N/A

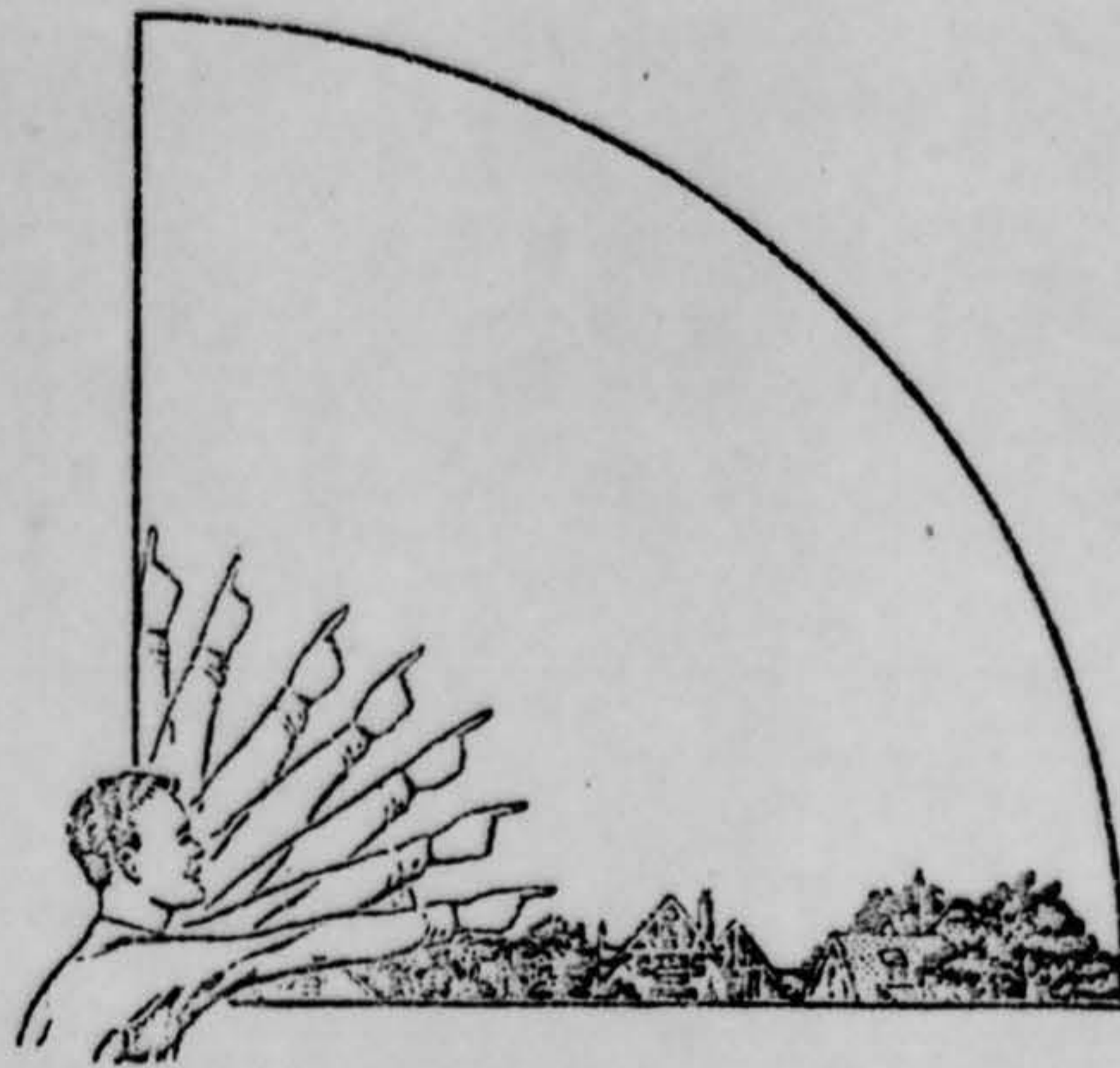
31.2 When it disappeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

UNCLASSIFIED

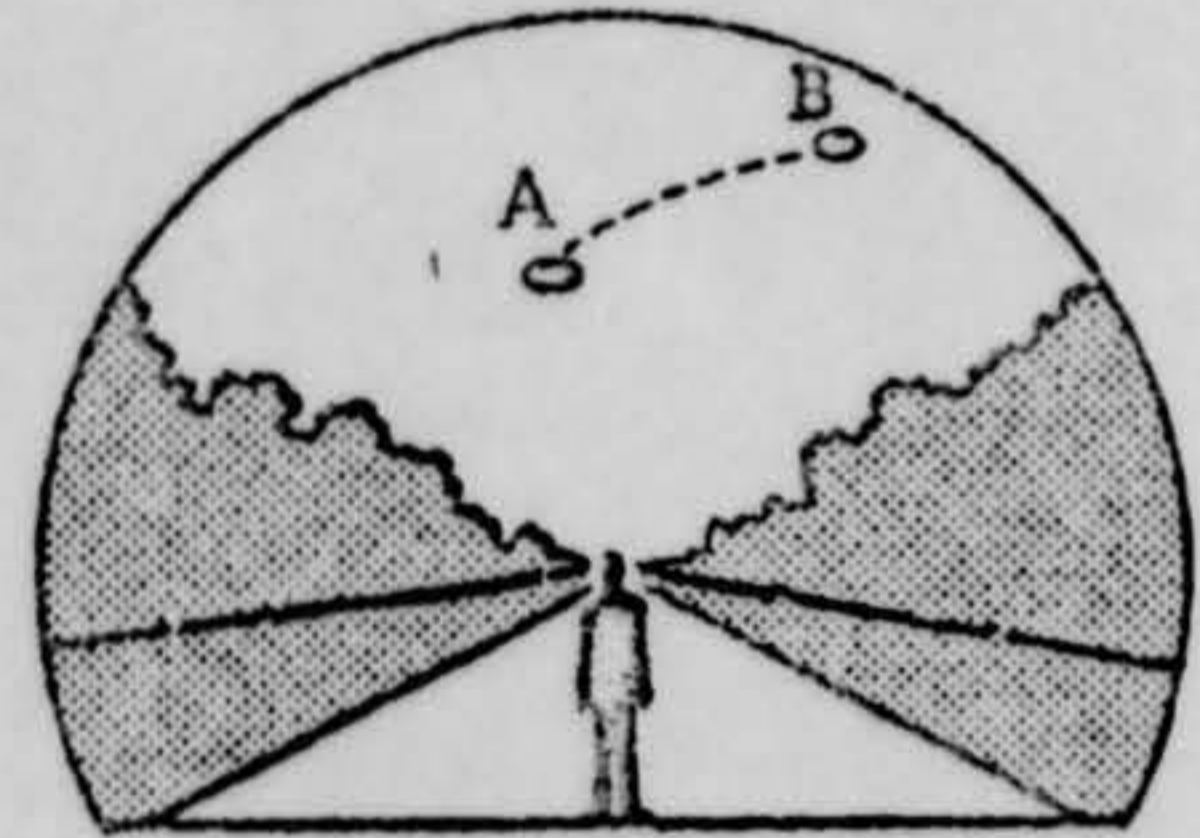
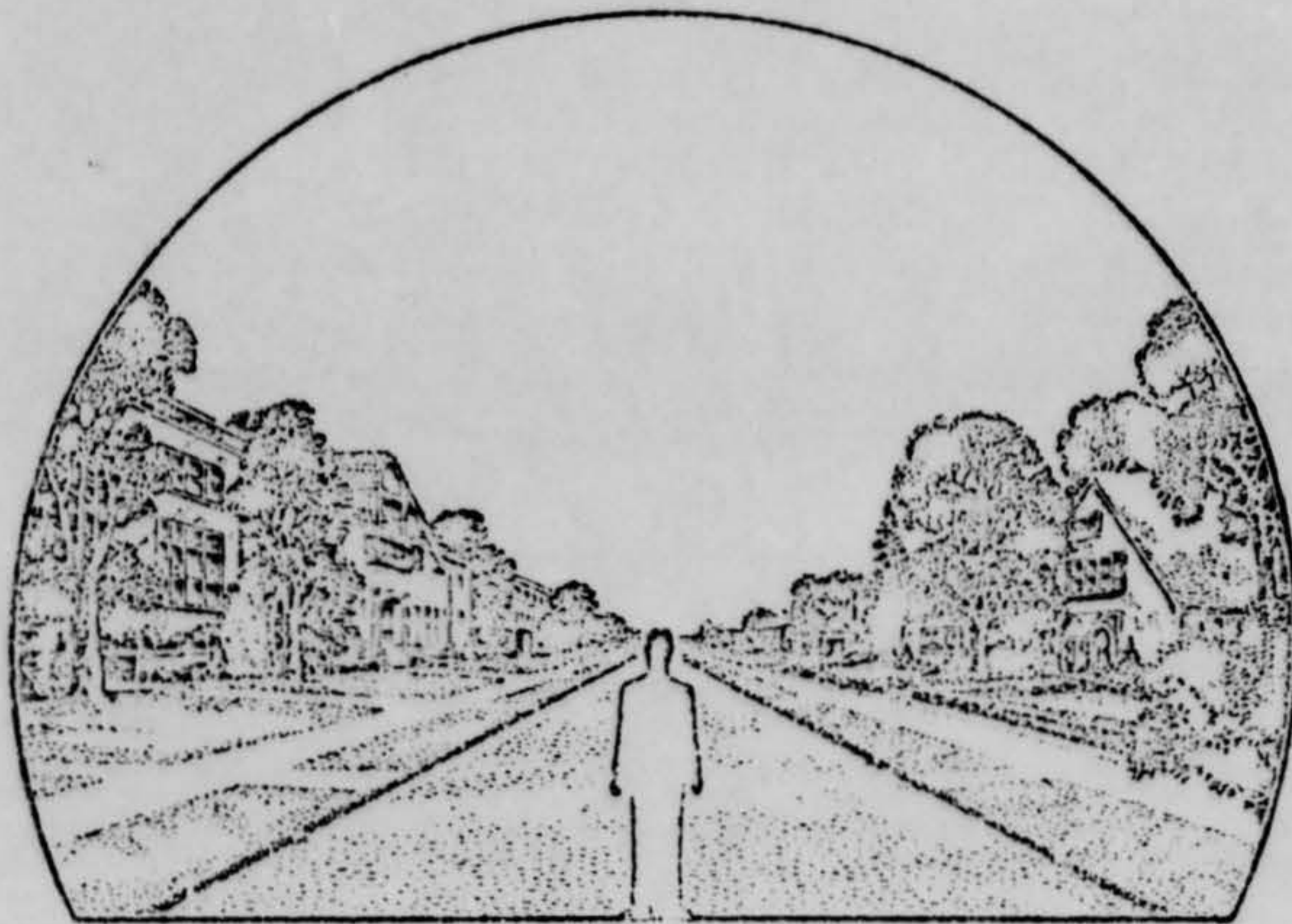


32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



N/A

33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



N/A

UNCLASSIFIED

UNCLASSIFIED

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

12 MAR 59
Day Month Year

TO CONTROLLER A P-69
FINLAND, MINN.

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

PILOT

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

2ND LT [REDACTED]
[REDACTED], DULUTH, MINN.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

IT APPEARED TO BE ANOTHER AIRPLANE

UNCLASSIFIED

[REDACTED]

[REDACTED]

UNCLASSIFIED

39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate?

200 to 250 K m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was?

1st CONTACT - 14 to 9 MILES
2nd " " - 9 - 2 MILES
3rd " " - UNKNOWN
_____ feet.

41. Please give the following information about yourself:

NAME

[REDACTED]

Last Name

[REDACTED]

First Name

[REDACTED]

Middle Name

ADDRESS

[REDACTED]

Street

Duluth

City

Zone

Minn.

State

TELEPHONE NUMBER

[REDACTED]

What is your present job?

Sales man

Age

24

Sex

Male

Please indicate any special educational training that you have had.

a. Grade school

b. High school

c. College

d. Post graduate _____

e. e. Technical school USAF Navigator Training

(Type) USAF R.O. Training

f. Other special training _____

42. Date you completed this questionnaire:

17

Day

March

Month

1959

Year

[REDACTED]
2/14 [REDACTED]

UNCLASSIFIED

[REDACTED]

UNCLASSIFIED

U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [REDACTED]
(Please Print)

(Do Not Write in This Space)

SIGNATURE [REDACTED]

CODE:

DATE 17 March 59

UNCLASSIFIED

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Page four

18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
- b. A few
- c. Many
- d. Don't remember

MOON (Circle one)

- a. Bright moon light
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes
- b. No
- c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)?
- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other _____

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear
- b. Overcast
- c. Undercast
- d. Above scattered clouds
- e. Below scattered clouds
- f. Through scattered clouds
- g. Other _____

23. Did the object appear? (Circle one)

- a. Solid?
- b. Transparent?
- c. Don't know..
- d. IT WAS A LIGHT.

UNCLASSIFIED

DOWNGRADED AT 2 YEAR INTERVALS.
DECLASSIFIED AFTER 10 YEARS

FOR DIR 5888.10

1006TH AISS Classified

Document Log # 59-1436
59-1612

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART SIX

PAGE 13 OF 20 PAGES

I. SOURCE: Captain George H. Benlick, AO 3014822, ANG

Address: 179th FIS (ANG) DULUTH MUNICIPAL AIRPORT,
MINNESOTA

Age: 27 DOB: 10 July 1931

Occupation: Grade School Teacher; Military: Radar Observer

Education: Graduate, Central High School, Superior,
Wisconsin, 1949. BS Degree, Wisconsin State
College, 1953, Post Graduate, 3 credits.

Qualifications: Total 840 hours including training in
reciprocal and jet aircraft. Graduate
Radar Observer School, Connelly AFB, WACO,
Texas and Ellington AFB, HOUSTON, Texas.

II. RELIABILITY: All information was voluntarily submitted. Source was very cooperative, amicable and frank. Captain Benlick rated as very dependable and trustworthy by his fellow officers, as a Radar Observer. He was above average intelligence. Information appeared reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 13 March 1959, at approximately 0030Z hours, Captain George H. Benlick, AO 3014822, Radar Observer (RO) of the 179th FIS (ANG) stationed at DULUTH MUNICIPAL AIRPORT, MINNESOTA (FKNB 5052) took off in an F-94C aircraft piloted by 1st Lt. Dwight McQuade on a practice intercept mission with two other ANG F-94Cs and headed in a Northeast direction. Captain Benlick was radar observer (RO) on TREE FLAME SCOTCH III aircraft which was a simulated interceptor for the practice mission. SCOTCH III made two passes and the third was broken off. On the first and second pass Captain Benlick, the RO, observed two unidentified blips on his radar scope. The first sighting appeared approximately 45-55 miles NNE of DULUTH, MINNESOTA. SCOTCH III was approximately 29,000 feet altitude and the aircraft speed was approximately 280 knots. The objects appeared on the scope from 10-15 seconds at 45° to starboard at 16 miles. The objects were located approximately 4 miles from the simulated target. Captain Benlick, the RO, saw the simulated target plus the two (2) unidentified paints on the scope. The pass was continued on the practice target. The two (2) unidentified paints were also picked up at the FINLAND, MINNESOTA GCI site (FKPC 4525) as was overheard by the RO through the aircraft radio communications. The aircraft began searching for the unknown object. The GCI relayed headings (unrecalled by the RO) but no altitudes were heard. A visual was sighted by 1st Lt. McQuade, pilot of SCOTCH III, and the radar observer. This visual contact was identified as the simulated SCOTCH target. After 3-4 minutes of searching for the unknown object, a third radar contact was sited at approximately 12 miles, 55° port and approximately 15,000 feet, aircraft speed 320-350 knots and moved dead ahead, heading toward DULUTH, MINNESOTA. SCOTCH III aircraft went to steady when the target was about 30° port. The object seemed to move toward port. The aircraft turned further port and brought the target to dead ahead and closed in on the unidentified blip to between 2-3 miles, at aircraft speed of 320-350 knots, the overtake was 30-50 knots. The close in was reported to the FINLAND GCI site. SCOTCH III aircraft was flying at 10,000 feet altitude when the target gave off what appeared to be similar to chaff, but not chaff. It was much larger and not as sharp. Captain Benlick stated that it was not of electric nature. It was at this time that the target was lost on the scope. The 3rd observation lasted 3-4

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(SECURITY INFORMATION when filled in)

UNCLASSIFIED
SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFB, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART SIX

PAGE 14 OF 20 PAGES

minutes. The RO stated that he had locked onto a target at about 12 miles, but it broke lock at nine (9) miles. The hand control was used to follow the target up to two (2) miles. The pilot reported low fuel and turned the aircraft toward home field.

1 Incl

Airborne Observer's Data Sheet

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED ON 10/15/98

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AF FORM 112a
OCT 52REPLACES AF FORM 112-PART II, 1 JUN 48,
WHICH MAY BE USED.

CLASSIFICATION

(SECURITY INFORMATION when filled in)

U. S. GOVERNMENT PRINTING OFFICE: 1955-O-387562 16-68470-1

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AIRBORNE OBSERVER'S DATA SHEET

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

12 March 1959
Day Month Year

2. Time observation was made:

1030 Central Time Daylight
Time Zone Saving

 Standard
or 130130 Mar 59 Z (GMT)

3. Exact location of aircraft when the observation was first made:

(SEE ATTACHED SHEET)

Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
<u>[REDACTED]</u>	<u>CAPTAIN</u>	<u>RA (Radar Observer)</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

AI SOP # 2
(19 Sep 56)

UNCLASSIFIED

29 Jul 67

<p>5. Aircraft identification</p> <p>a. Type aircraft <u>F-94C</u></p> <p>b. Serial No. _____</p> <p>c. Home Station <u>Duluth, Minnesota</u></p>	<p>6. Flight Data</p> <p>a. Heading <u>180°</u> <input checked="" type="checkbox"/> Mag <input type="checkbox"/> True <input type="checkbox"/> Compass</p> <p>b. Ind. Altitude <u>Approx 27,000</u></p> <p>c. Ind. Airspeed <u>280Kts</u> <input checked="" type="checkbox"/> Knots <input type="checkbox"/> MPH</p>
<p>7. Was an attempt to detect the object on airborne radar made? (Circle one)</p> <p><input checked="" type="radio"/> Yes No No Radar Radar inoperative</p> <p>a. If YES, describe: <u>a. Two blips on first observation were approx 15-16 miles and 45° to starboard side and ahead of aircraft. Heading unknown, alt. 26,000 ft. b. Two blips on second observation were painted same as above.</u></p> <p><u>c. One blip was observed on the 3rd observation was painted 13-14 miles 55-60 degrees off port side ahead of aircraft, altitude 15000 object heading toward Duluth from NE.</u></p>	
<p>8. Was an intercept attempted? (Circle one) <input checked="" type="radio"/> Yes No</p>	
<p>9. Were photographs taken? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>10. Were any other aircraft seen in the area? (Circle one) <input checked="" type="radio"/> Yes No</p> <p>a. If YES, was any attempt made to contact them? Comments: <u>two other ANG F-94s, however we were not in visual or radar contact with them</u></p>	
<p>11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one) <input checked="" type="radio"/> Yes No</p> <p>Comments: <u>I notified the pilot that I had a contact and told him where it was. The pilot then relayed the info to the GCI site, GALLANAD, at FINLAND, Minnesota.</u></p>	

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: None

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: None

14. Estimate how long you saw the object.

1st
2nd
3rd

Hours

3-4

Minutes

10-15
10-15

Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c.

Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other Radar Scope only

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

Not Applicable

f. Don't remember

18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
 b. A few
 c. Many
 d. Don't remember

MOON (Circle one)

- a. Bright moon light
 b. Dull moonlight
 c. No moonlight -- pitch dark
 d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes b. No c. Don't remember

Not Applicable

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)? b. Several blocks away?
 c. A block away? d. Several yards away? e. Other _____

Not applicable No visual contact

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind b. Slight breeze c. Strong wind d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear b. Overcast c. Undercast
 d. Above scattered clouds e. Below scattered clouds
 f. Through scattered clouds g. Other _____

When on the top of 1st two sightings condition unrecalled for 3rd sighting

23. Did the object appear: (Circle one)

- a. Solid? as shown on return on scope
 b. Transparent?
 c. Don't know.



24. Did the object:

UNCLASSIFIED (Circle one for each question)

- | | | | |
|--|-----|-------------------------------------|------------|
| a. Appear to stand still at any time? | Yes | <input checked="" type="radio"/> No | Don't know |
| b. Suddenly speed up and rush away at any time | Yes | <input checked="" type="radio"/> No | Don't know |
| c. Break up into parts or explode? | Yes | <input checked="" type="radio"/> No | Don't know |
| d. Give off smoke? | Yes | <input checked="" type="radio"/> No | Don't know |
| e. Change brightness? | Yes | <input checked="" type="radio"/> No | Don't know |
| f. Change shape? | Yes | <input checked="" type="radio"/> No | Don't know |
| g. Flicker, throb, or pulsate? | Yes | <input checked="" type="radio"/> No | Don't know |

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. Not Applicable

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. Not Applicable

27. The edges of the object were: (Circle one)

- a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
- d. Don't remember e. Other Return of blip on scope was sharp and bright

28. Describe in a few words the color of the object. _____

Not applicable

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. Unknown feet.

From return on scope larger than F-94C

UNCLASSIFIED

DOWNGRADING AT
DECEMBER 1992



30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? 300 MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? 2-3 Miles feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 180° degrees.

32.2 When it disappeared: 180° degrees.

33. If there was more than one object, then how many were there? 2- 1st & 2nd Sighting
1- 3rd Sighting?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

a. Head of a pin
b. Pea
c. Dime
d. Nickel

e. Quarter
f. Half Dollar
g. Silver Dollar
h. Baseball

i. Grapefruit
j. Basketball
k. Other _____

Not Applicable

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

a. Certain b. Fairly certain c. Not very sure d. Uncertain

Not Applicable

36. How did the object or objects disappear from view? ~~disappeared~~ disappeared off

Scope due to unknown interference, they were not of electrical nature,
though similar to chaff, but not chaff.

37. What direction were you looking when you first saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

I was looking in the scope, heading unknown.

38. What direction were you looking when you last saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

I was looking in the scope, but believe about 230° degrees.

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

Not Applicable

40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

UNCLASSIFIED

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

The blips were bright and sharp indicating believe that it was metallic due to brightness of return, I would say object was larger than a P-94c aircraft, and similar to a B-47 aircraft.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

I Have no idea

UNCLASSIFIED

24. Did the object:

(Circle one for each question)

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)

- a. Fussy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember
- e. Other _____

28. Describe in a few words the color of the object.

WHITE LIGHT
CHANGING TO RED & GREEN AT IRREGULAR
INTERVALS

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. ROUND CANNOT GUESS DIA.

DOWNGRADED AT 1 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

UNCLASSIFIED

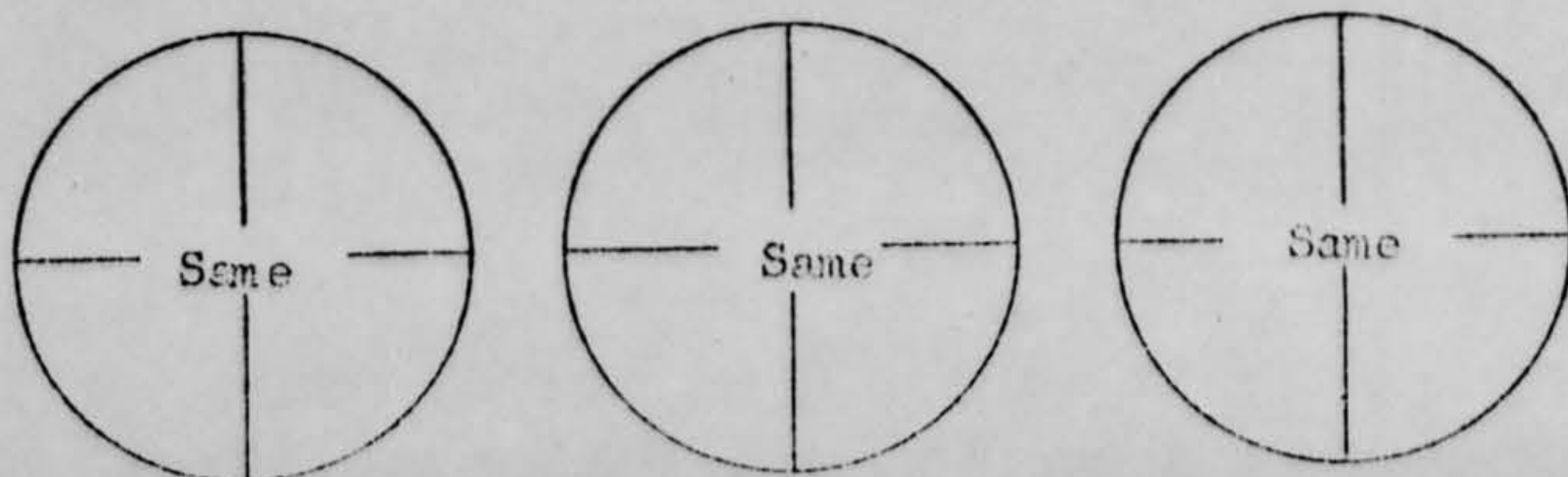
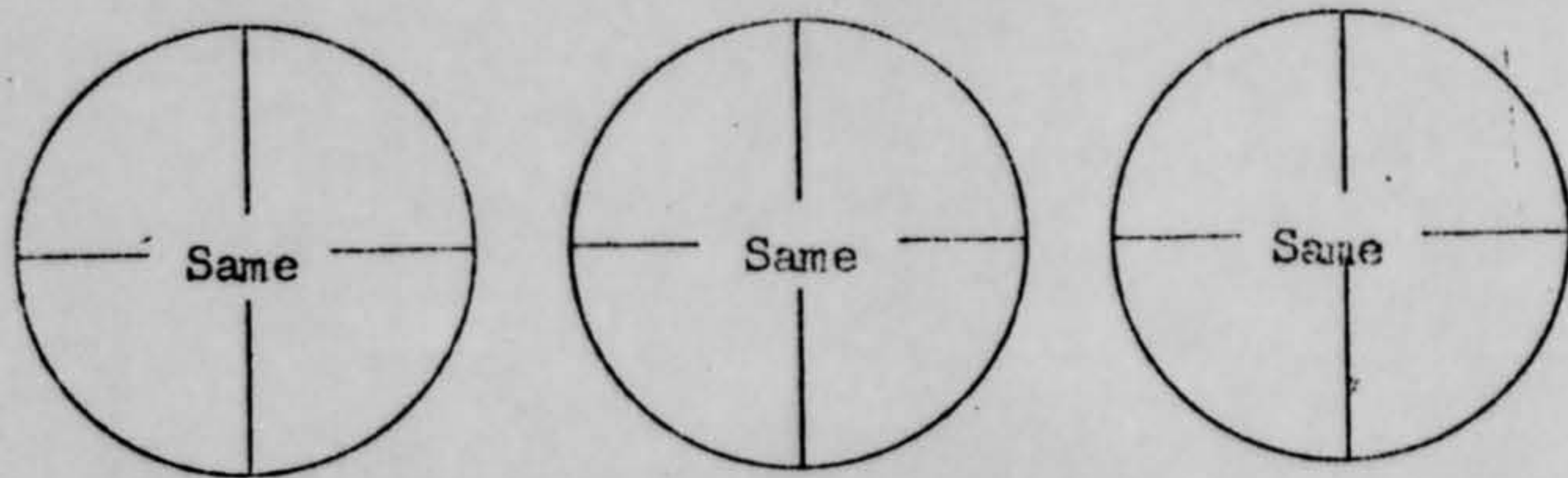
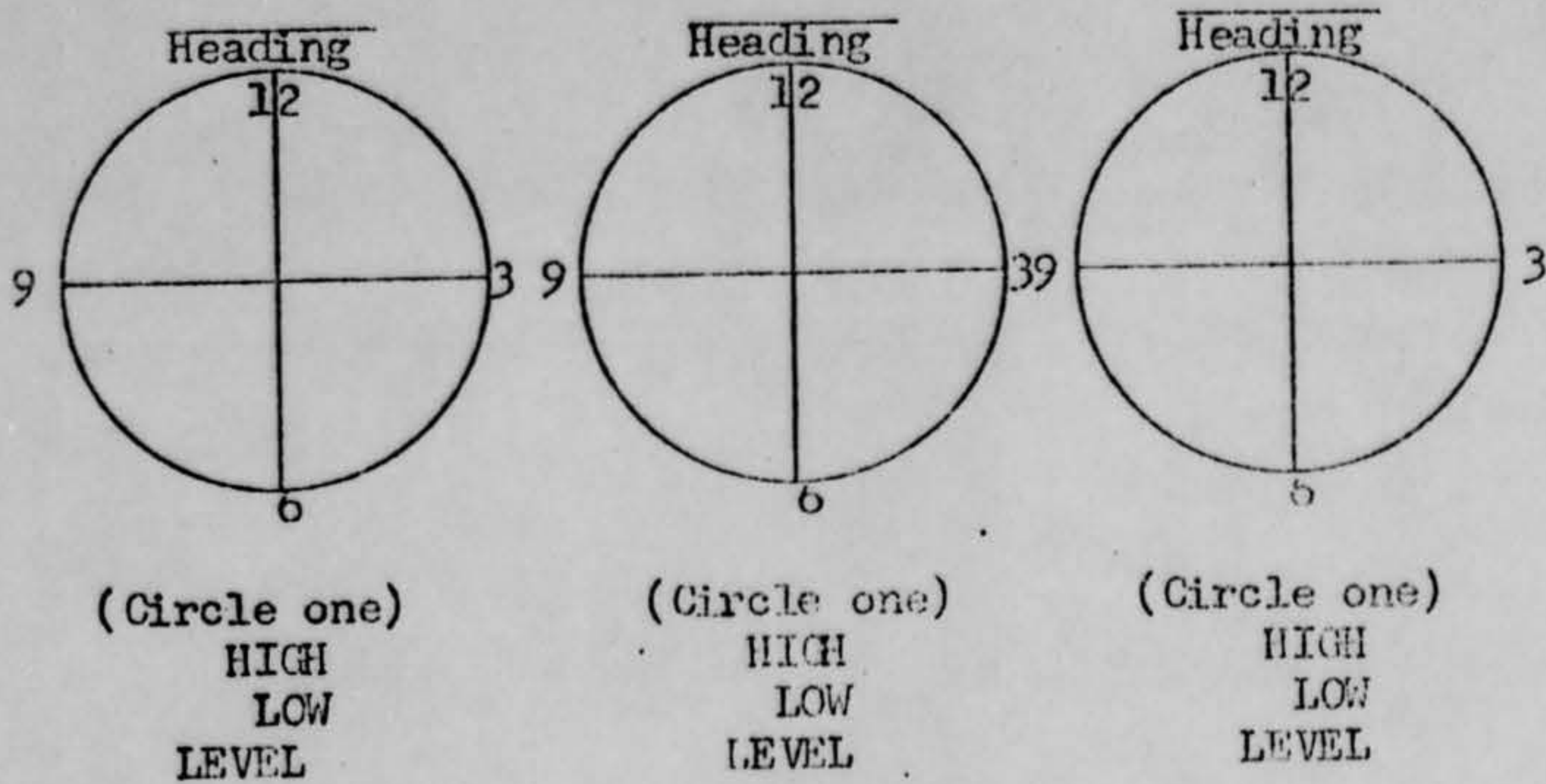
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Document Log #59-1436
59-1612

44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

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45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



46. Please give a brief narrative account of sighting and any other additional data or comments.

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First sighting appeared 45-55 miles NNE of Duluth Minn. We were at 29,000 feet. A/S was 280 K. Objects appeared on scope 45° to starboard at 16 miles. they were about 4 miles from our target and seemed to follow his flight path on the first two sightings. 3rd sighting was at 15,000 Ft Feet Ind A/S of A/C approx 320 K turned into single target it moved toward dead ahead. We went to steady when target was about 30° port. It seemed to be moving to the port. We turned further port and brought target to dead ahead and closed with him to between 2-3 miles. We went at this time at 10,000 ft target than gave off what appeared to be chaff, but it was not chaff. Much larger and not as sharp at this time target was 1st on scope. We had locked onto target at about 12 miles - it broke lock at 9 miles - hand control was used to follow target until two miles.

DO NOT WRITE IN THESE SPACES

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47. Please give the following information about yourself:

NAME [REDACTED]
 Last Name First Name Middle Name
 ADDRESS [REDACTED] Superior Wisconsin
 Street City Zone State
 TELEPHONE NUMBER [REDACTED]

What is your present job? [REDACTED]

Age 27 Sex Male

Please indicate any special educational training that you have had.

- | | |
|-----------------------------------|--|
| a. Grade School <u>8th</u> | e. Technical School <u>None</u> |
| b. High School <u>12th</u> | (Type) _____ |
| c. College <u>4 years</u> | f. Flying School <u>Basic & Radar Observer</u> |
| d. Post graduate <u>3 credits</u> | g. Other special training _____ |
| | <u>None</u> |

48. Date you completed this questionnaire?

17 MARCH 1959
 Day Month Year

Pg. ~~thirteen~~
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3. Exact location of aircraft when the observation was first made:

1ST OBSERVATION: Two blips were observed on the radar scope of aircraft approximately 55 miles NNE of city.

2D OBSERVATION: Two blips were observed on the radar scope of aircraft approximately 2-3 minutes from 1st observation within the same area as above.

3d OBSERVATION: 1 blip was observed on the radar scope of aircraft approximately 65-70 miles NE of Duluth, Minnesota.

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[REDACTED]

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART SEVEN

PAGE 15 OF 20 PAGES

I. SOURCE: 1st Lt. Dwight G. McQuade, ANG

Address: 2411 West 110th Street, BLOOMINGTON 20, MINNESOTA

Age: 28

Occupation: Airline Pilot (Pilot, 179th ANG FIS Squadron)

Education: High School Graduate
2 years college
Military Pilot Training
Civilian Pilot Training

Qualifications: Rated USAF Pilot and Civilian Airline
Co-Pilot

II. RELIABILITY: Source was friendly and seemed to be sincere. He was of average intelligence and gave the information willingly. Source had difficulty recalling the details of the sighting due to time lapse since sighting.

III. SOURCE'S DESCRIPTION OF SIGHTING: 1st Lt. Dwight G. McQuade, pilot of an F-94C, was flying on a South Heading on a practice intercept of an F-94C at 30,000 feet (Refer to Fig. #1, Pt. #1). GALAHAD, the GCI station, (Refer to Fig. #1, Pt. #6) had difficulty setting this situation up. As he was trying to lock on the target aircraft, which was travelling in an Easterly direction (Refer to Fig. #1, Pt. #3), he passed through what seemed like a normal aircraft contrail (Refer to Fig. #1, Pt. #2), which he assumed had been made by his target aircraft. The F-94C's were making contrails, but this contrail appeared to be fresh, as it hadn't dissipated much. As he proceeded further, radar contact was made with the target aircraft. Upon determining that the contrail hadn't been made by the target aircraft, GALAHAD was contacted and GALAHAD informed the F-94C that it had made contact with a UFO. Lt. McQuade's aircraft proceeded to search the area (Refer to Fig. #1, Pt. #4). He dropped his altitude from 30,000 to 25,000 to 15,000 and at 11,000 feet going South the Radar Observer made a contact at 11 miles, 20 degrees of starboard or port (Refer to Fig. #1, Pt. #5). The aircraft closed the distance to within two (2) miles with radar lock-on at an estimated speed of 400 knots. During this closing period the Radar Observer indicated he saw something that might be chaff. The pilot had no visual contact with the UFO. At various times during the closing period the Radar Observer had as many as four contacts at one time which he believed to be airborne objects. He also had ground clutter on his radar during time of lock-on. The aircraft was locked on the UFO for approximately two (2) minutes at the two (2) mile distance before the lock-on was broken, either intentionally or unintentionally (Refer to Fig. #1, Pt. #7). The aircraft pursued the UFO for approximately two (2) minutes after the lock-on was broken before returning to DULUTH (Refer to Fig. #1, Pt. #8) because of lack of fuel.

2 Incls

1. Overlay of DULUTH Sectional Aeronautical Chart dated 3 May 1957
2. Airborne Observer's Data Sheet

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CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PAGE

OF

PAGES

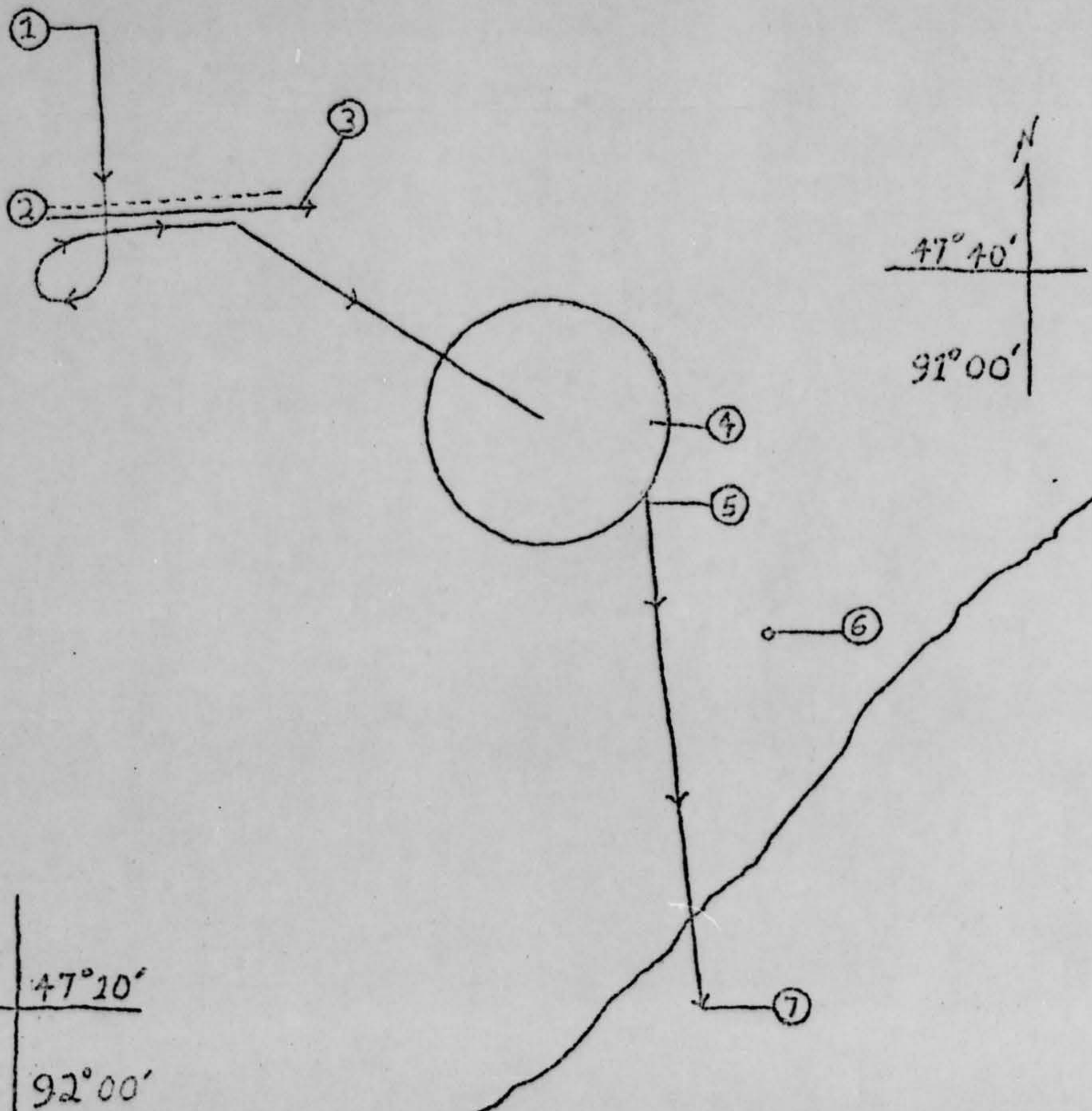


Figure #1, Report D7-UFOB-1-59
Overlay of DULUTH Sectional
Aeronautical Chart dated
3 May 1957

SCALE: 1:500,000

INCL # 1

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AIRBORNE OBSERVER'S DATA SHEET

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

12 March 1959
Day Month Year

2. Time observation was made:

Estimated
1830 CST Daylight
Time Zone Saving

Standard

or _____ Z (GMT)

3. Exact location of aircraft when the observation was first made:

Unknown
Coordinates

4. Crew members who made the observation. (List each name)

27 Jan 57

NAME	RANK	CREW POSITION
<u>[REDACTED]</u>	<u>1/Lt</u>	<u>Pilot</u>
<u>[REDACTED]</u>	<u>Capt</u>	<u>Radar Observer</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

ALSOP # 2
(19 Sep 56)

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UNCLASSIFIED

Incl #2

<p>5. Aircraft identification</p> <p>a. Type aircraft <u>F-94 C</u></p> <p>b. Serial No. _____</p> <p>c. Home Station <u>Duluth, Minn.</u></p> <p>_____</p>	<p>6. Flight Data</p> <p>a. Heading <u>Varied</u></p> <p><input type="checkbox"/> Mag <input type="checkbox"/> True <input type="checkbox"/> Compass</p> <p>b. Ind. Altitude <u>11,000</u></p> <p>c. Ind. Airspeed <u>400 kts</u></p> <p><input checked="" type="checkbox"/> Knots <input type="checkbox"/> MPH</p>
<p>7. Was an attempt to detect the object on airborne radar made? (Circle one)</p> <p><input checked="" type="radio"/> Yes No No Radar Radar inoperative</p> <p>a. If YES, describe: <u>Locked on. Pick up at 9 miles, run down at two miles at some point between 9 & 2 miles, locked on and held lock-on between 1 & 2 minutes.</u></p> <p>_____</p>	
<p>8. Was an intercept attempted? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>9. Were photographs taken? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>10. Were any other aircraft seen in the area? (Circle one) <input checked="" type="radio"/> Yes No</p> <p>a. If YES, was any attempt made to contact them? Comments: <u>Two other A/C in Flight. We were aware of their presence.</u></p> <p>_____</p> <p>_____</p>	
<p>11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one) <input checked="" type="radio"/> Yes No Comments: <u>Galahad</u></p> <p>_____</p> <p>_____</p> <p>_____</p>	

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Radar contact. No visual contact.
Estimate how long you saw the object.

_____ Hours

1 - 2

_____ Minutes

_____ Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b.

Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other _____

Dark night with fair visibility (Haze)

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

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30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? _____ MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? _____ feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 270 degrees.

32.2 When it disappeared: 230 degrees.

33. If there was more than one object, then how many were there? ONLY ONE

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- | | | |
|--|------------------|----------------|
| a. Head of a pin | e. Quarter | i. Grapefruit |
| b. Pea | f. Half Dollar | j. Basketball |
| c. Dime | g. Silver Dollar | k. Other _____ |
| <input checked="" type="radio"/> d. Nickel | h. Baseball | _____ |

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain b. Fairly certain c. Not very sure d. Uncertain

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18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
- b. A few
- c. Many
- d. Don't remember

MOON (Circle one)

- a. Bright moon light
- b. Dull moonlight
- c. No moonlight -- pitch dark
- d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes
- b. No
- c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)?
- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other _____

Surface Winds SSE at 15-20 kts

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear
- b. Overcast
- c. Undercast
- d. Above scattered clouds
- e. Below scattered clouds
- f. Through scattered clouds
- g. Other Broken to overcast

23. Did the object appear: (Circle one)

- a. Solid?
- b. Transparent?
- c. Don't know.

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24. Did the object: (Circle one for each question)

- | | | | |
|--|-----|----|------------|
| a. Appear to stand still at any time? | Yes | No | Don't know |
| b. Suddenly speed up and rush away at any time | Yes | No | Don't know |
| c. Break up into parts or explode? | Yes | No | Don't know |
| d. Give off smoke? | Yes | No | Don't know |
| e. Change brightness? | Yes | No | Don't know |
| f. Change shape? | Yes | No | Don't know |
| g. Flicker, throb, or pulsate? | Yes | No | Don't know |

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)

- a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
 d. Don't remember e. Other _____

28. Describe in a few words the color of the object. _____

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.

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36. How did the object or objects disappear from view: _____

37. What direction were you looking when you first saw the object? (Circle one)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

38. What direction were you looking when you last saw the object? (Circle one)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

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41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

None

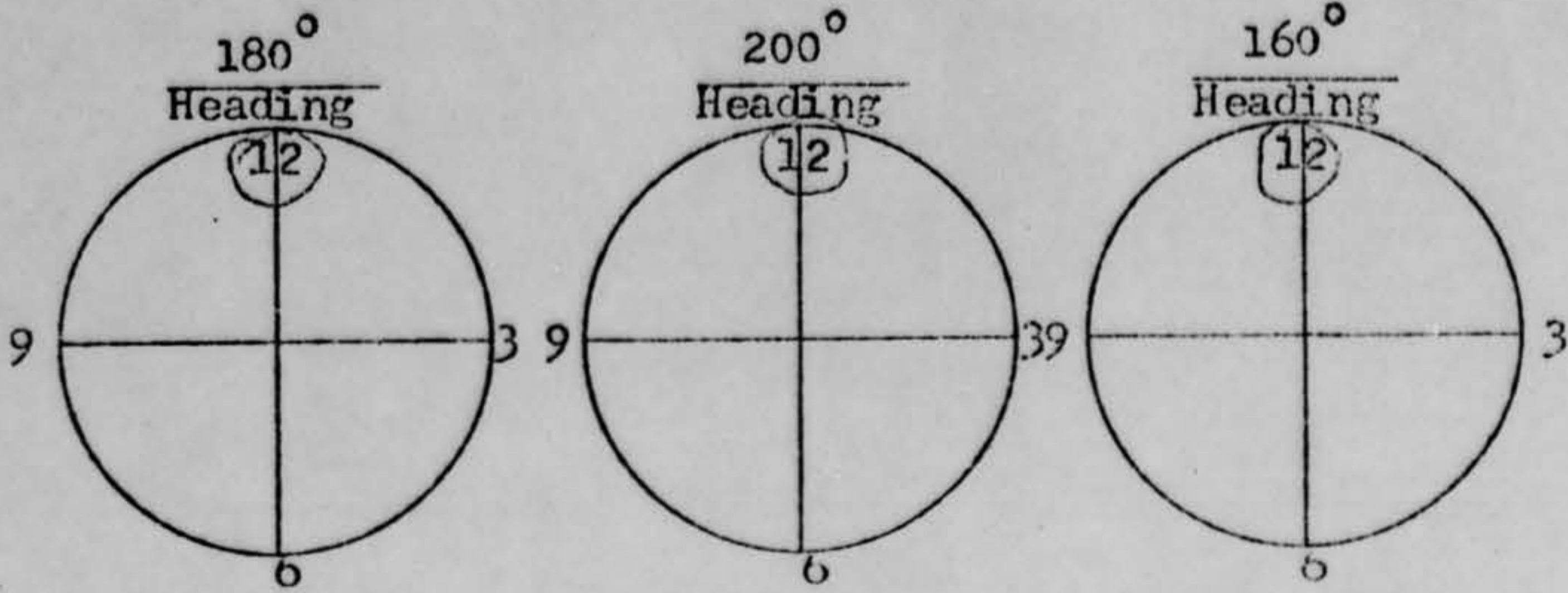
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If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

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45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.

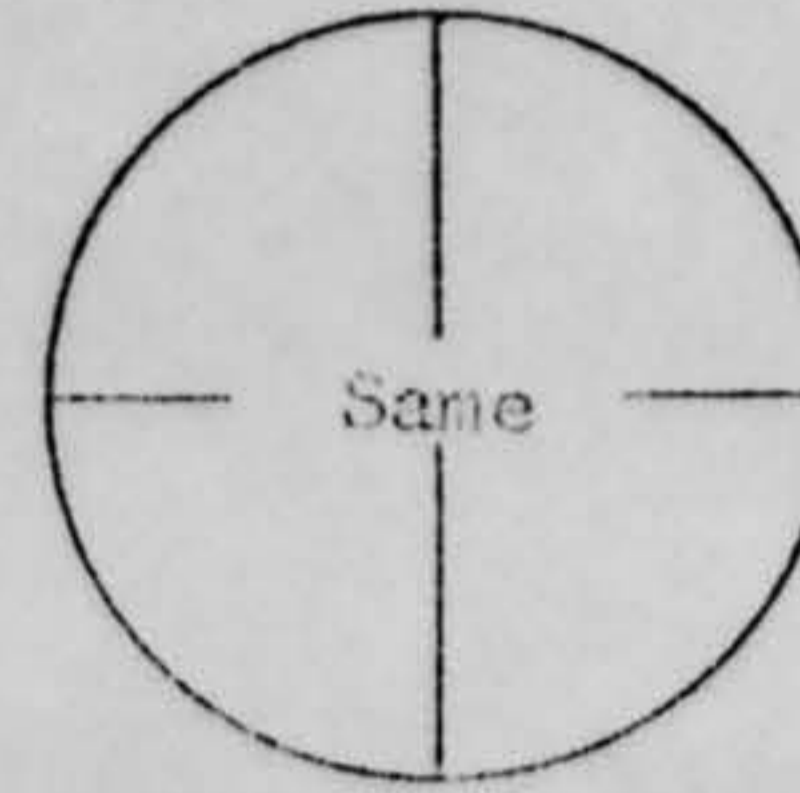
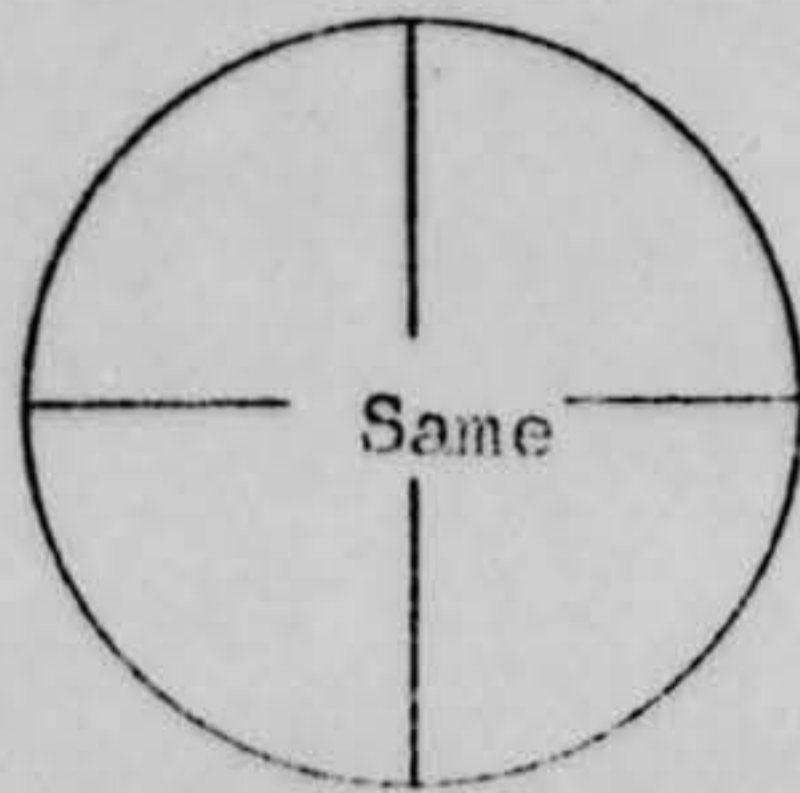
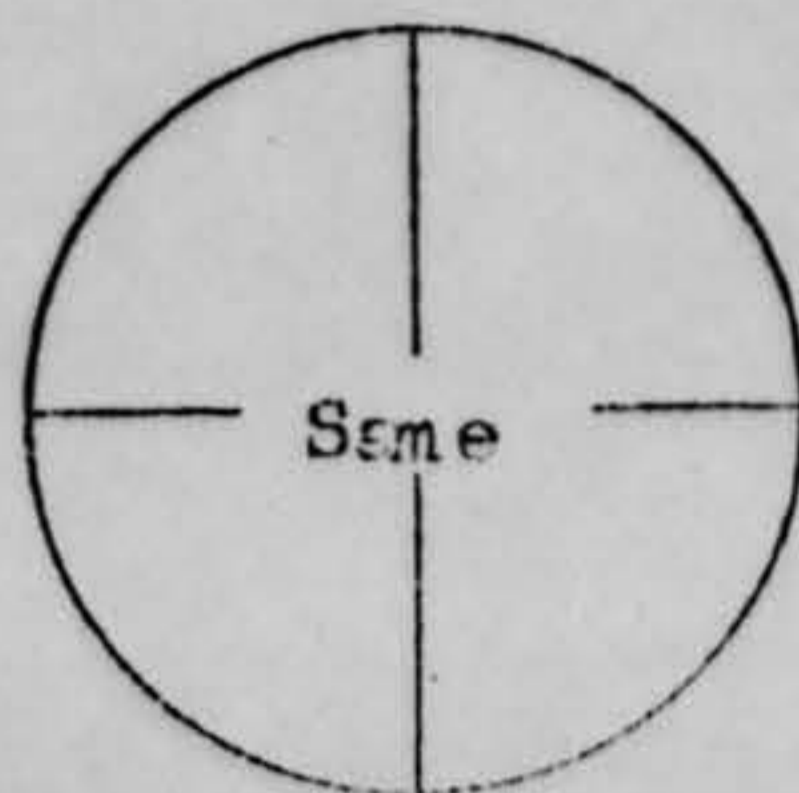
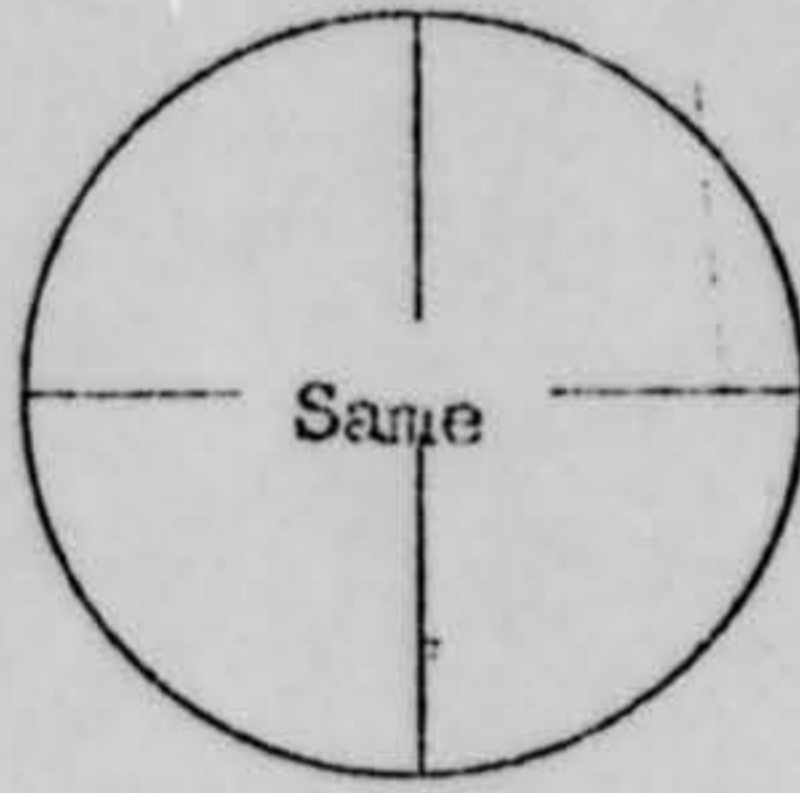
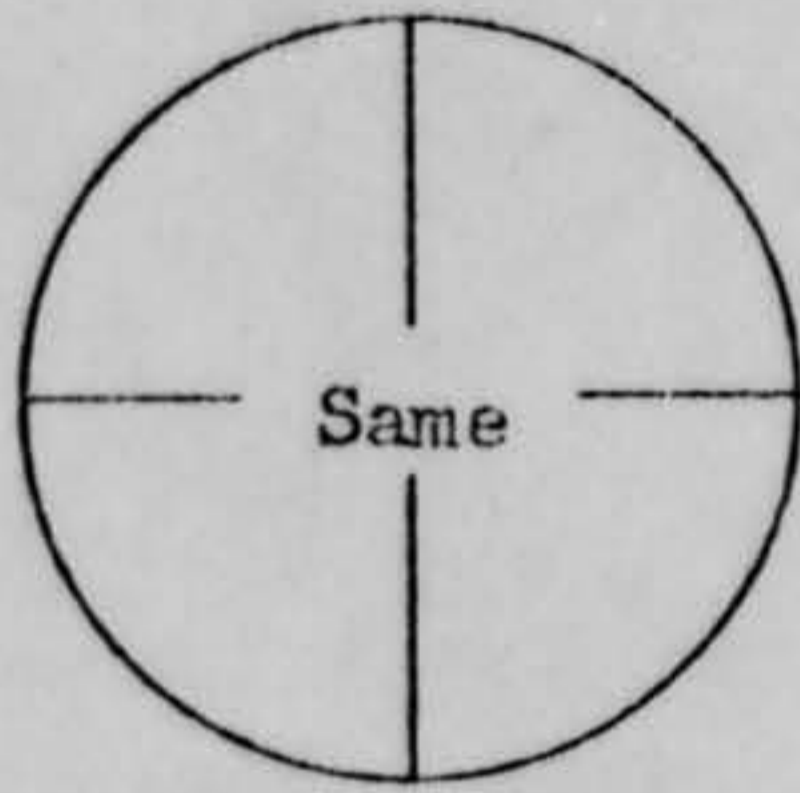
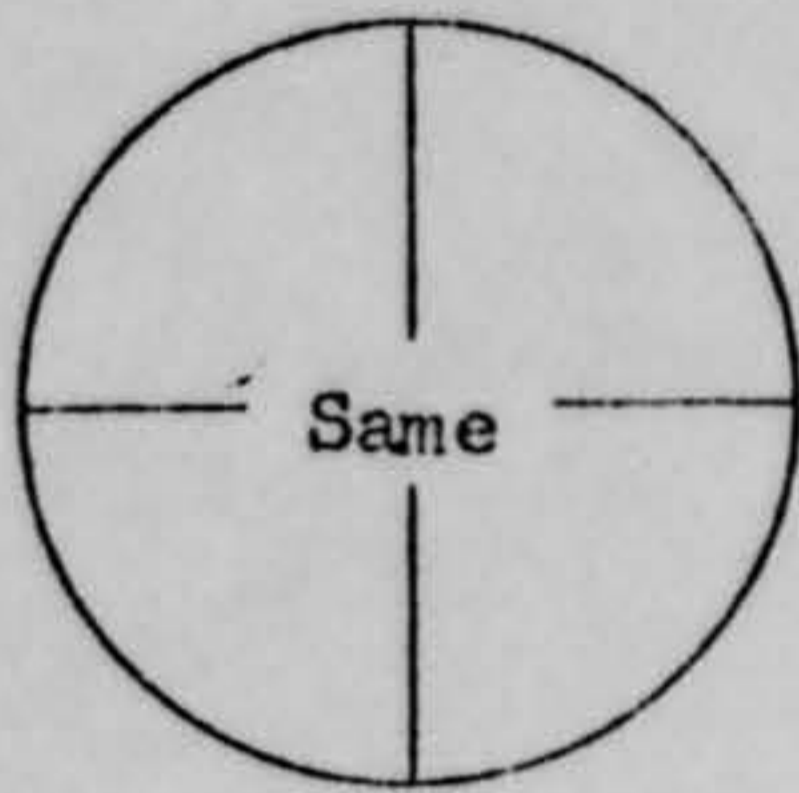
11,000 ft these headings not absolutely exact



(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL





46. Please give a brief narrative account of sighting and any other additional data or comments.

UNCLASSIFIED



47. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] [REDACTED]
Last Name First Name Middle Name

ADDRESS [REDACTED] Bloomington 20 Minn
Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? Airline Pilot

Age 28 Sex Male

Please indicate any special educational training that you have had.

- | | |
|--------------------------|---------------------------------------|
| a. Grade School <u>8</u> | e. Technical School <u>USAF and</u> |
| b. High School <u>4</u> | (Type) <u>Airline Flying Training</u> |
| c. College <u>2</u> | f. Flying School <u>USAF</u> |
| d. Post graduate _____ | g. Other special training _____ |

48. Date you completed this questionnaire?:

18 March 1959
Day Month Year

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	REPORT NO. D7-UFOB-1-59	PART EIGHT PAGE 16 OF 20 PAGES
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I. SOURCE: 1st Lt. Tony A. Cox, Jr., AO 3071008, USAF

Address: 11th FIS, DULUTH MUNICIPAL AIRPORT, MINNESOTA

Age: 26 DOB: 3 December 1932

Occupation: Pilot, USAF (F-102A)

Education: Graduate High School, Trussville, Alabama, 1951;
Graduate University of Alabama (Biology and
Chemistry) 1956.

Qualifications: Primary Pilot Training, 6 months, 4 January
1957; Bainbridge Air Base, Georgia. Basic
Jet Training, 6 months, Webb AFB, Texas;
Interception School, 5 months, Moody AFB,
Georgia. Overall total flying hours: 500
hours; (375 hours jet).

II. RELIABILITY: Lt. Cox, Jr., was extremely cooperative, friendly and sincere. He appeared to be of above average intelligence. The Operations Officer of the 11th FIS stated that Lt. Cox was a very dependable and capable pilot. All information was voluntarily submitted. Lt. Cox's information was scanty in some areas of the information due to his unavailability for an immediate interview. Lt. Cox was scrambled on the night of 12 March 1959 (CST). He departed on a cross-country flight 14 March 1959 and was not available for an interview until the night of 18 March 1959.

III. SOURCE'S DESCRIPTION OF SIGHTING: On 13 March 1959 at 0140Z, 1st Lt. Tony A. Cox, Jr., AO 3071008, 11th FIS, DULUTH MUNICIPAL AIRPORT, MINNESOTA (FKNB 5052) in an F-102A, designated as RED I, took off on a hot scramble which was called in by P-69. Lt. Cox took off on a 360° track on corridor departure. After leaving the corridor, RED I was given a 040° heading and to climb gate to 20,000 feet altitude. At that time RED I had difficulties picking up P-69 (FINLAND, MINNESOTA AC&W SITE (FKPC 4525)) on channels 10 and 12. RED I pilot then tried to contact P-69 on the guard channel, and was successful. P-69 gave a general run down of the situation. P-69 also briefed the pilot about the unknowns and contrails supposedly seen by SCOTCH FLIGHTS I, II and III. RED I encountered poor visibility near GALAHAD. The ground lights were very obscure (RED I pilot was well acquainted with this area). P-69 then informed RED I to search the area. RED I received obscure contacts on his radar scope. RED I thought he had three bogies on his scope. RED I pilot stated that the bogies were poorly defined. RED I called P-69 that he

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART EIGHT

PAGE 16 OF 20 PAGES

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36. How did the object or objects disappear from view: WHEN IT DISAPPEARED FROM THE PILOTS VIEW IT SEEMED TO FADE OUT

37. What direction were you looking when you first saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

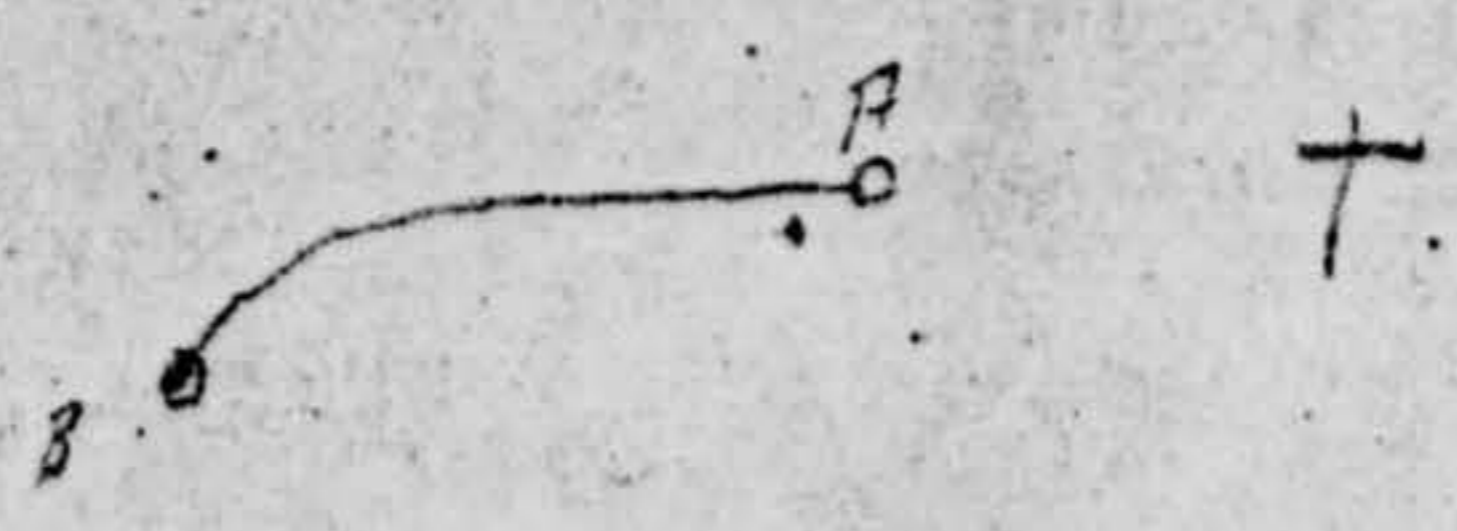
38. What direction were you looking when you last saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

~~CONFIDENTIAL~~

1000TH AISS Classified
Document Log # 59-1436
59-1612

CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART EIGHT

PAGE 17 OF 20 PAGES

RED I stated that the contact faded off the radar scope gradually. P-69 then controlled the pilot of RED I on another search mission, but the pilot could not recall the heading. No interception was made.

While the pilot was returning to his home base, the pilot thought he had observed a visual at approximately 1:00 o'clock position at the approximate level of the aircraft, which was 25 angels. The pilot relayed this information to P-69. The pilot stated that the visual contact appeared as a blinking light. There was no contact on the aircraft radar scope. RED I thought he was pursuing a light that could have been a planet. The light's colors appeared to be white, green and red and were flashing intermittently. Lt. Cox, the pilot, turned off the cockpit lights so as to eliminate the reflection of aircraft lights within the cockpit so a determination could be made of the unknown light. RED I was going gate. It was the pilot's opinion that the unknown light was some sort of optical illusion. It was a very dark night. RED I pilot gave up the pursuit of the unknown light and headed back to DULUTH MUNICIPAL AIRPORT, MINNESOTA.

1 Incl

Airborne Observer's Data Sheet

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AF FORM 112a
OCT 52REPLACES AF FORM 112-PART II, 1 JUN 48,
WHICH MAY BE USED.

CLASSIFICATION

(SECURITY INFORMATION when filled in)

GOVERNMENT PRINTING OFFICE: 1955-O-387562 18-84470-1

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AIRBORNE OBSERVER'S DATA SHEET

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

13 March 1959
Day Month Year

2. Time observation was made:

Time Zone Daylight Saving
 Standard
or 0140 Z (GMT)

3. Exact location of aircraft when the observation was first made:

Dont Know
Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
<u>[REDACTED]</u>	<u>1st Lt.</u>	<u>Pilot</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

AI SOP # 2
(19 Sep 56)

UNCLASSIFIED

24 Jan 69

<p>5. Aircraft identification</p> <p>a. Type aircraft <u>F-102A</u></p> <p>b. Serial No. _____</p> <p>c. Home Station <u>DULUTH AFB, Minn.</u></p> <p>_____</p>	<p>6. Flight Data</p> <p>a. Heading <u>090 degrees</u></p> <p><input type="checkbox"/> Mag <input type="checkbox"/> True <input checked="" type="checkbox"/> Compass</p> <p>b. Ind. Altitude <u>20 Angels</u></p> <p>c. Ind. Airspeed <u>.92 Mach</u></p> <p><input type="checkbox"/> Knots <input type="checkbox"/> MPH</p>
<p>7. Was an attempt to detect the object on airborne radar made? (Circle one)</p> <p><input checked="" type="radio"/> Yes No No Radar Radar inoperative</p> <p>a. If YES, describe: <u>By following GCI vectors</u></p> <p>_____</p> <p>_____</p>	
<p>8. Was an intercept attempted? (Circle one) <input checked="" type="radio"/> Yes No</p>	
<p>9. Were photographs taken? (Circle one) Yes <input checked="" type="radio"/> No</p>	
<p>10. Were any other aircraft seen in the area? (Circle one) Yes No Don't Know</p> <p>a. If YES, was any attempt made to contact them? Comments: _____</p> <p>_____</p> <p>_____</p>	
<p>11. Were any nearby ground stations contacted during or soon after the sighting? (Circle one) <input checked="" type="radio"/> Yes No Comments: <u>Galahad was immediately notified</u></p> <p>_____</p> <p>_____</p> <p>_____</p>	

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted? (Circle one)

Yes

No

Comments: At flight level altitude light

14. Estimate how long you saw the object.

1st contact 7 seconds

2nd contact 3 seconds

Hours

Minutes

Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other Radar (Yes)

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

g. None of above

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

g. Not applicable

18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
 b. A few
 c. Many
 d. Don't remember

MOON (Circle one)

- a. Bright moon light
 b. Dull moonlight
 c. No moonlight -- pitch dark
 d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes b. No c. Don't remember
 d. DARK N/A

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)? b. Several blocks away?
 c. A block away? d. Several yards away? e. Other N/A

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind b. Slight breeze c. Strong wind d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear b. Overcast c. Undercast
 d. Above scattered clouds e. Below scattered clouds
 f. Through scattered clouds g. Other IN HAZY OVERCAST

23. Did the object appear: (Circle one)

- a. Solid?
 b. Transparent?
 c. Don't know.

24. Did the object:

UNCLASSIFIED

(Circle one for each question)

- | | | | |
|--|--------------------------------------|-------------------------------------|----------------------------------|
| a. Appear to stand still at any time? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| b. Suddenly speed up and rush away at any time | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| c. Break up into parts or explode? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| d. Give off smoke? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| e. Change brightness? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |
| f. Change shape? | <input type="radio"/> Yes | <input checked="" type="radio"/> No | <input type="radio"/> Don't know |
| g. Flicker, throb, or pulsate? | <input checked="" type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Don't know |

ON VISUAL CONTACT

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)

- a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
 d. Don't remember e. Other HOWEVER IN SHORT PULSE, I

BELIEVE A SHARP CONTACT WAS MADE

28. Describe in a few words the color of the object. N/A except on one visual sighting, blinking lights were seen.

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. Not possible feet.

UNCLASSIFIED

30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? _____ MPH.
However it did cross scope with amazing rapidity

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? ~~_____ miles~~ ^{below 5} feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: _____ degrees.

32.2 When it disappeared: _____ degrees.

30 degrees ATA on first sighting

33. If there was more than one object, then how many were there? Approx 3 ?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.



30° RIGHT

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- | | | |
|---|------------------|----------------|
| a. Head of a pin | e. Quarter | i. Grapefruit |
| <input checked="" type="radio"/> b. Pea | f. Half Dollar | j. Basketball |
| c. Dime | g. Silver Dollar | k. Other _____ |
| d. Nickel | h. Baseball | _____ |

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain b. Fairly certain c. Not very sure d. Uncertain

UNCLAS

36. How did the object or objects disappear from view? _____
 Never did on visual

37. What direction were you looking when you first saw the object? (Circle one)

a. North	c. East	e. South	g. West
b. Northeast	d. Southeast	f. Southwest	h. Northwest
			i. ?

38. What direction were you looking when you last saw the object? (Circle one)

a. North	c. East	e. South	g. West
b. Northeast	d. Southeast	f. Southwest	h. Northwest
			i. ?

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

Saw only a blinking red, white, and green light

40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

Can't do so

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41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

The one light was the only visual except for Radar contacts.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

Visual - Aircraft light, many times. Radar - blurred targets many times.

43. In your opinion what do you think the object was and what might have caused it?

Visual - A bright planet
Radar - Airborne objects

44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object. Can't Do so.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

This inquiry is being made 6 days after the occurrence. It was an extremely dark night with poor air to ground visibility. I do not recall the headings nor the exact position of contacts made at that time. I was given vectors to home plate at regular intervals, but recall only that I was located around Callahad, thus North of Duluth.

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~~TOP SECRET~~
UNCLASSIFIED

Page 1 of 1

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

I WOULD USE A ROTATING BEACON
ALTERNATLY FLASHING WHITE RED + GREEN
AT IRREGULAR INTERVALS.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

I AM CERTAIN THAT IT WAS A PLANET SETTING
IN THE WEST POSSIBLY VENUS. I CANNOT
ACCOUNT FOR THE CHANGING COLORS UNLESS
THERE WAS DUST IN THE AIR AT ALTITUDE.

DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS
DOD DIR 6250.10

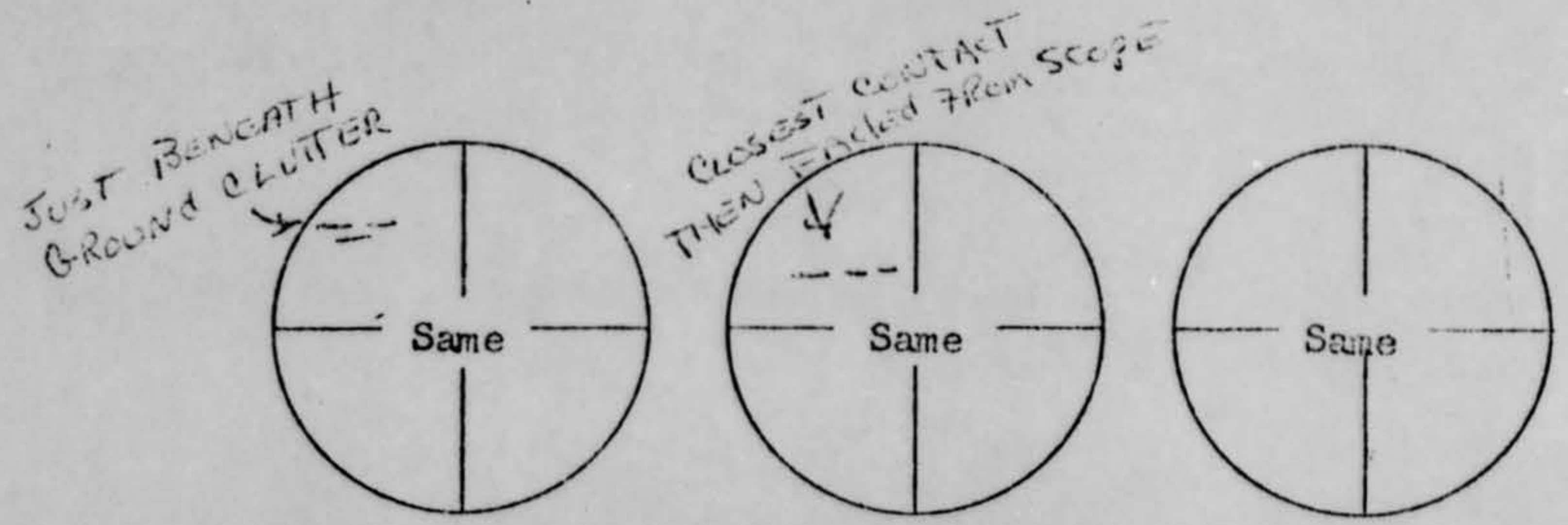
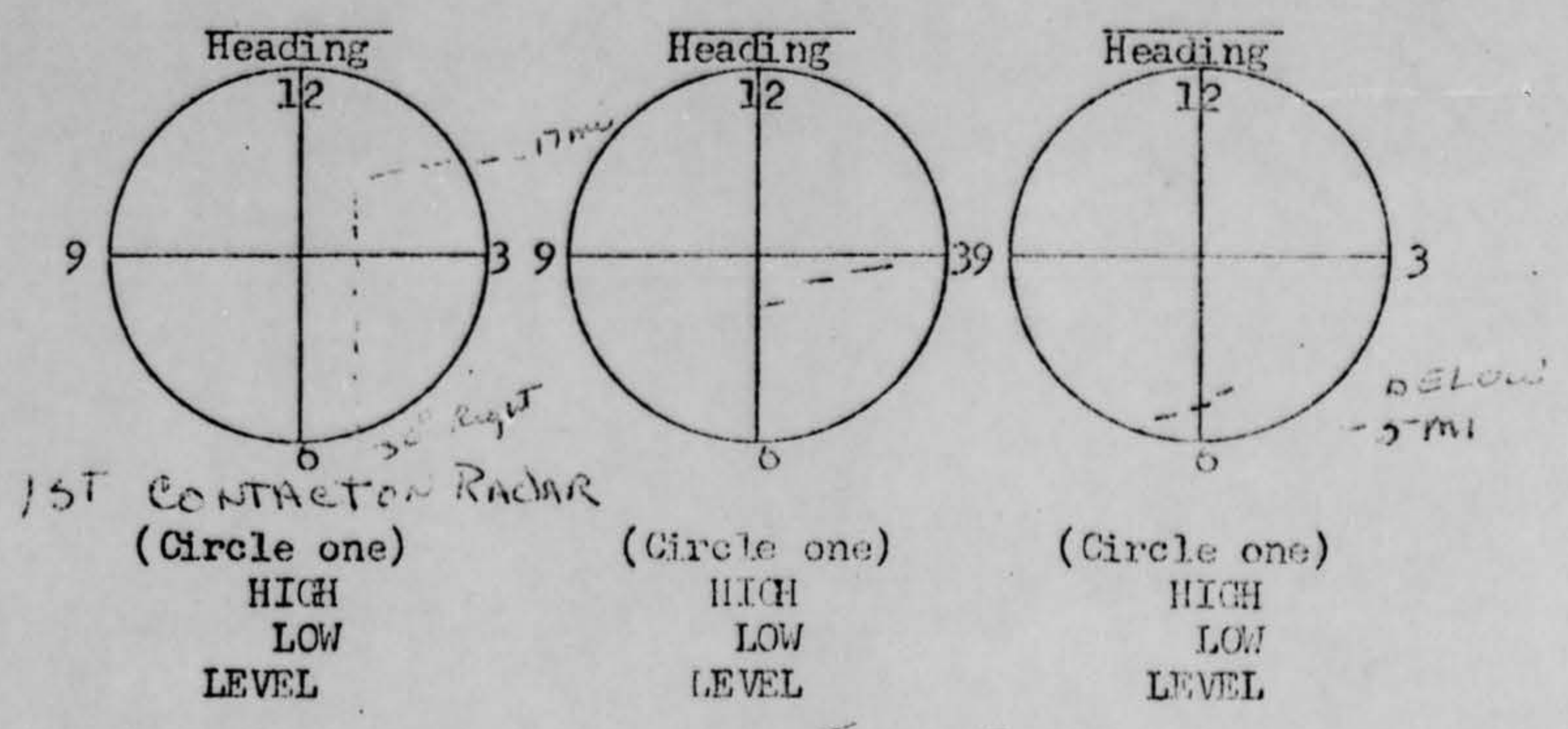
~~TOP SECRET~~
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1006TH AISS Classified

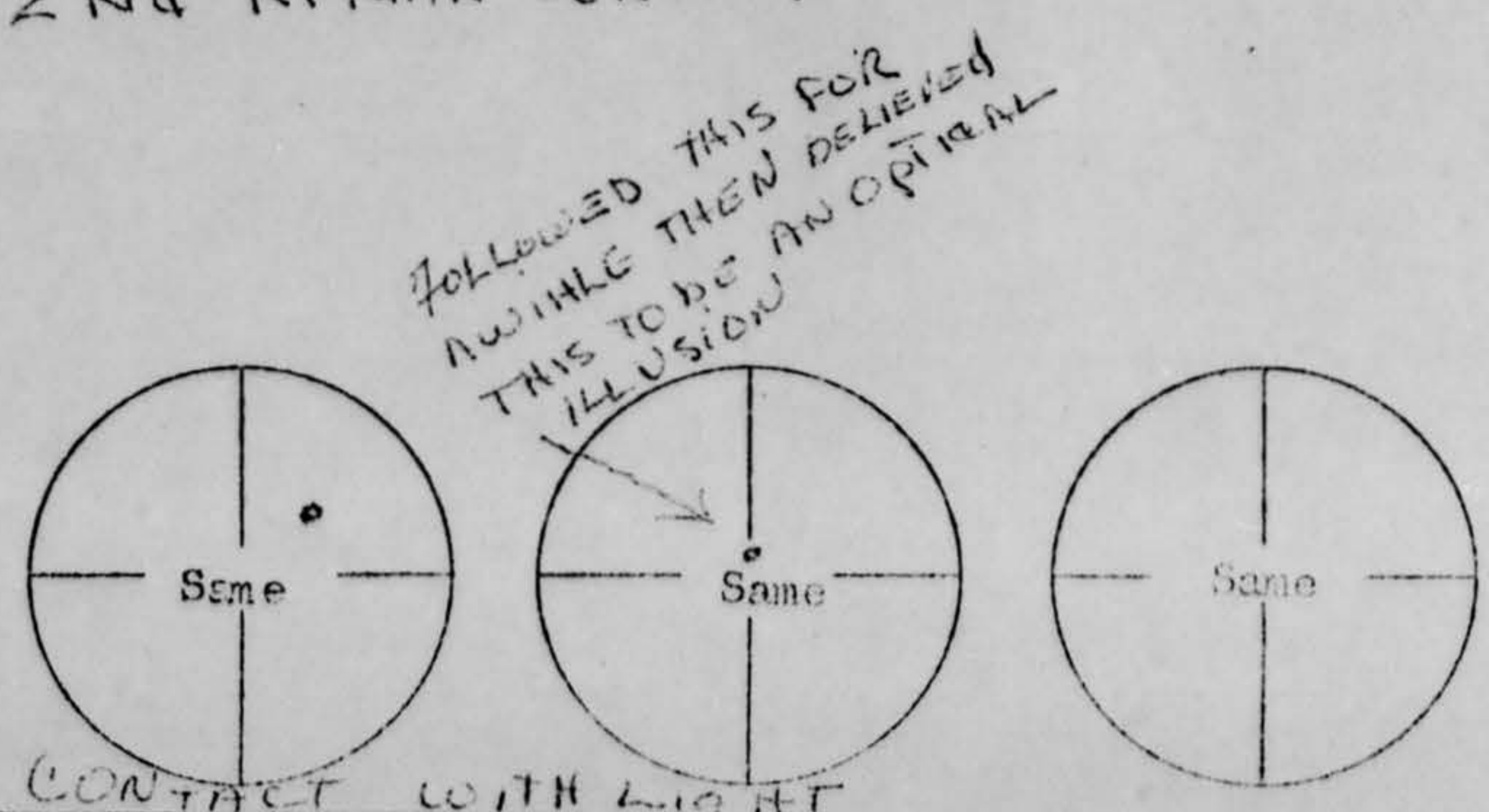
Document Log # 59-1436

59-1422

45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



2nd RADAR CONTACT



VISUAL CONTACT WITH LIGHT

46. Please give a brief narrative account of sighting and any other additional data or comments.

I had two radar contacts. The first was at around 30° right below the ground clutter. Lock-on was made however electronic jamming seemed to be incurred and lockon could not be maintained. 2nd lockon was made and then broke lock. An overtake greater than TAS was gotten. The targets then appeared to cut into me and crossed in front of scope with great rapidity. The second contact was made but not so defined as the second.

The visual contact described previously is believed to be an optical illusion.

In this pilots opinion, definite airborne objects were seen on the radar, however no interception was possible.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART NINE

PAGE 18 OF 20 PAGES

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with SAC Headquarters, Omaha, Nebraska was made by Detachment 7, 1006th AISS, for any SAC aircraft in the FINLAND, MINNESOTA area at the time of sighting. SAC reported single B-52 aircraft working area during specified time. Refer to inclosure No. 1 of Part Nine, of this report.

2. A check with Flight Service Center, Lowry AFB, Colorado was made for aircraft in the same area. Research of their Flight Service Center Records failed to reveal any aircraft activity in the vicinity of the UFOB sightings during the dates and time specified. A further check by the Flight Service Center with the Air Force Unit, DULUTH MUNICIPAL AIRPORT, MINNESOTA indicated that an H-19 was flying locally during the hours 122239Z to 130039Z March 1959. Refer to inclosure No. 2 of Part Nine, of this report.

3. A check with the DULUTH MUNICIPAL AIRPORT, MINNESOTA, Control Tower revealed that on 12 March 1959 (CST) the following Flight Data was filed during the time of UFOB Sighting:

Name: [REDACTED]
Address: Park Rapids, Minnesota
Type of Aircraft: CESSNA 180
Flight Route: International Falls, Minnesota - Alexandria,
Minnesota (Direct)
Altitude: 2500 Feet
Speed: 130

Name: [REDACTED]
Address: [REDACTED], Minneapolis, Minnesota
Type of Aircraft: Bonanza
Flight Route: International Falls, Minnesota - Minneapolis,
Minnesota
Altitude: 5500 Feet
Speed: 150

Name: [REDACTED]
Address: [REDACTED]
Type of Aircraft: Bonanza
Flight Route: International Falls, Minnesota - Minneapolis,
Minnesota
Altitude: 3500 Feet
Speed: 160

4. A check was made with the following civilian companies which conduct balloon operations in the state of Minnesota to determine possible balloon flights in sighting area at time of sighting:

General Mills, Inc., Minneapolis, Minnesota - Negative Results
University of Minnesota, Minneapolis, Minnesota - Negative Results
Winzen Research, Minneapolis, Minnesota - Negative Results
Schjeldahl, Northfield, Minnesota - Negative Results
Raven Industries, Sioux Falls, South Dakota - Negative Results

5. A check was made with Detachment 4, 19th Weather Squadron, DULUTH,

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART NINE

PAGE 19 OF 20 PAGES

MINNESOTA. The weather from 1800 Local Standard Time to 2359 LST on 12 March 1959 was as follows:

Ceilings ranged from 15,000 feet to a low of 3,000 feet. Visibility during this period was 15 miles. The temperatures at 1800 hours were 25° F; it dropped to 24° F. and rose again to 25° F. at 2257 LST. Winds were southeasterly from 5 to 10 knots. Refer to inclosure #3, Part Nine, this report.

6. A check was made with Operations Section of the 756th AC&MRON, FINLAND, MINNESOTA, for aircraft plotted within the AC&M's area of responsibility on this date. The following aircraft were plotted as follows: (Refer to inclosure #4, Part Nine, this report)

One (1) CF-100 Aircraft, 13/0007Z March 1959

One (1) North Star Aircraft, 13/0147Z March 1959

One (1) Super Constellation Aircraft, 13/0303Z March 1959

7. A check was made with the 11th FIS, DULUTH MUNICIPAL AIRPORT Operations and the following information was submitted as to aircraft flying within the DULUTH Area:

Two (2) F-102's departed 1445, arrived 1630 CST, Altitude 38,000 feet.

*One (1) F-102 (HOTBIRD) departed 1940, arrived 2110 CST, Altitude 25,000 feet.

One (1) T-33A departed 1546, arrived 1700 CST, Altitude Unknown.

One (1) F-102 departed 1530, arrived 1650 CST, Altitude Unknown.

*This aircraft participated in the scramble.

8. A check was made with the Federal Aeronautics Administration, of MINNEAPOLIS, MINNESOTA and the following information was received:

One (1) B-52 aircraft at position 241° of DULUTH - 146 miles out - at 0217Z - Proceeded on Heading 015° MAG.

One (1) B-52 aircraft at position 331° of DULUTH - 116 miles out - at 0303Z - Proceeded.

9. A check was made with the 756th AC&MRON, FINLAND, MINNESOTA and an extract was made of the operation's log for 13 March 1959 (GMT) which indicates all plots made by the 756th AC&MRON. Refer to inclosure #5, Part Nine, this report.

5 Incls

1. TT Msg CINCSAC, DOOPF 25924
2. TT Msg Flight Service Center, Lowry AFB, Colorado, LFSC-C-27
3. Weather Reports
4. Flight Strips
5. 756th AC&MRON Operations Log (Extract)

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~~NNRRMJS18213ZCBBR158~~

~~PP RJEDNG~~

~~DE RJWXR 443~~

~~P 202330Z~~

~~FM CINCSAC~~

~~TO COMDR DET 7 1006 AI S SNELLING AFS MINN~~

~~BT~~

~~/UNCLAS/DOOPT 25924. SUBJECT: UFO SIGHTINGS. REFERENCE YOUR MESSAGE AISD7 014, 19 MAR 59, AND CONVERSATION CAPT STINE, 19 MAR 59. THE COMMAND AD SINGLE B-52 AIRCRAFT WORKING AREA DURING TIMES SPECIFIED. AIRCRAFT FROM 23 BW BASED ELLSWORTH AFB, SOUTH DAKOTA. ADC SHOULD HAVE RECORD OF ANY ECM ACTIVITY CONDUCTED BY THIS AIRCRAFT.~~

~~BT~~

~~20/2342Z MAR RJWXR~~

Incl #1, D7-UFOB-1-59

Action

Det 7

10/26

MAR 23

0

0059

NNNM0070110ZCWD726
PP RJEDNG
DE ROWFBD 60B
P 200130Z
FM FLT SVC GEN LOWRY AFB COLO
TO DET 7 1006TH AISS
BT

UNCLASSIFIED FROM LFSC-C-27 REFERENCE YOUR MESSAGE UNCL AISD7-012
DTG 171900Z RESEARCH OF OUR FLIGHT SERVICE CENTER RECORDS FAILED TO
REVEAL ANY AIRCRAFT ACTIVITY IN THE VICINITY OF THE UFO SIGHTINGS
DURING THE DATES AND TIMES SPECIFIED. UPON CHECKING WITH THE AIR
FORCE UNIT AT DULUTH MUNICIPAL AIRPORT MINN. WE LEARNED THAT THEY
HAD A H-19 FLYING LOCALLY DURING THE HOURS 122239Z TO 130039Z MAR
BT
20/0131Z MAR ROWFBD

Incl #2, D7-UFOB-1-59

tion to _____
Info: _____

TYPE	TIME (LST)	CLOUDS Sky and CEILING (Hundreds of Feet)	VISIB- ILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP (°F)	DEA PT (°F)	WIND			ALTI- METER SET (Inch)	REMARKS and SUPPLEMENTAL CODED DATA	OBSER- VERS INITIALS	
								DIREC- TION	SPEED (Kts)	CHARAC- TER AND SHIFTS				
R	0155	50 @ 1000	15+		153	21	13	↘	7		493		EM	
R	0155	50 @ 1000	15+		153	19	13	↘	6		492		EM	
R	0155	1000	15+		154	18	12	↘	7		492	603 1070	EM	
R	0255	0	15+		154	16	11	↘	6		492		EM	
R	0455	0	15+		154	14	10	↘	8		492		EM	
R	0550	0	15+		154	13	10	↘	6		491	704 11	EM	
R	0650	0	15+		154	12	7	↘	7		491		EM	
S1	0740	3-00	15+					↘	9				F181	EM
R	0750	173 @	3/4	C	163	15	11	↘	9		492	USBY S 3 USBY 15/S F. HWY 0 9		EM
S3	0803	W 2 X	1/2	F				↘	11				(F181)	EM
S4	0814	-X	1/2	F				↘	11			F 8	(F181)	EM
S5	0822	-X	3/4	F				↘	11			USBY 3 W F 8		EM
S6	0837	-X	5	CF				↘	8			F 3 USBY E 18		EM
S	0840	0	10											EM
S	0854	0	15		160	18	14	↘	6		493	REMARKS AND/OR W 1005 1040		EM
S	0900	0	15+		162	15	13	↘	9		493			EM
R	0955	15 @	12L		156	27	5	↘	5		491			EM
L	1000	20 @	15+											EM
R	1055	25 @	15+		149	28	19		5		489			EM
R	1133	30 @	15+											EM
R	1258	35 @	12L		139	29	17	↖	3		481			EM
S2	1340	1140 @ / P	15+					↖	4					EM
R	1359	1140 @ / P	15+		135	29	16		5		485			EM
R	1425	1143 @ / P	15+		132	30	16	↖	5		484	617 1101		EM
S8	1522	1144 @ / P	15+					↖	9					EM
R	1555	1100 @ / P	15+		125	29	15	↖	7		482			EM
R	1650	1-0	15+		125	27	14	↖	10		481			EM
R	1750	1-0	15+		119	25	13	↖	7		479			EM
S9	1832	E 150 @	15+					↖	5					EM
R	1851	E 140 @	15+		115	24	12	↖	6		478			EM
R	1956	E 130 @	15+		115	20	14	↖	5		478	0.1 PUC		EM
R	2050	E 100 @	15+		112	24	14	↖	5		476	707 107R		EM
L	2135	E 150 @	15+											EM
R	2254	70-0	15+		102	24	14	↖	6		474			EM
R	2307	E 35 @ 550 @	15+		101	25	14	↖	10		472			EM
L	2315	B 45 @	15+											EM
R	2350	1130 @	15+		105	25	16	↖	7		470			EM

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION 4474 DATE MAR 12

TIME (LST)	STATION PRESSURE (Inst)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			FOURTH LAYER		
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT
0055	28435	20.5	14.4	71	4	2	SC	50	2	AC	100	4	0	4	0			
0155	28435	19.2	13.9	72	5	2	SC	50	1	AC	100	3	0	3	0			
0255	28435	17.5	12.2	78	1	1	AC	100	0			1	0	1	0			
0355	28435	16.1	15.4	81	0	0	AC	100	0			0	0	0	0			
0455	28435	14.4	13.7	85	0	0			0			0	0	0	0			
0555	28435	13.5	13.0	80	1	1	AC	100	0			0	0	0	0			
0655	28435	11.6	11.2	82	2	0	SC	10	0			0	0	0	0			
0758	28435	14.8	14.3	83	2	8	FS	M30	0			0	0	0	0			
0857	28435	17.1	12.1	85	0	0	AC	100	0			0	0	0	0			
0955	28435	22.5	20.2	84	0	0	SC	10	0	AC	100	0	0	0	0			
1055	28435	29.2	23.7	61	1	1	CU	15	0			1	0	1	0			
1151	28435	25.0	24.7	62	2	2	CU	25	0			2	0	2	0			
1259	28370	25.3	25.0	62	5	5	CU	35	0			5	0	5	0			
1357	28435	24.2	24.2	67	7	7	CU	M30	0			7	0	7	0			
1455	28435	24.8	25.6	56	7	7	CU	M30	1	CU		7	0	7	0			
1555	28435	24.2	25.0	55	8	4	CU	45	4	CU		4	0	4	0			
1650	28435	27.0	23.3	56	10	0	SC	45	10	CU		10	0	10	0			
1750	28435	25.2	22.0	55	10	1	SC	45	10	CU		10	0	10	0			
1856	28435	24.0	21.0	65	10	1	SC	45	10	CU		10	0	10	0			
1956	28435	24.6	21.8	67	10	1	SC	45	10	CU		10	0	10	0			
2056	28435	24.0	21.5	66	10	1	SC	45	10	CU		10	0	10	0			
2158	28435	24.0	21.5	66	10	1	SC	45	10	CU		10	0	10	0			
2257	28435	25.2	22.2	64	10	7	SC	45	3	SC	50	10	0	10	0			
2356	28435	24.6	22.3	67	11	10	SC	M30	1			11	0	11	0			

SYNOPTIC OBSERVATIONS

TIME (LST)	TIME (GMT)	NO. OF	PRECIP.	WIND	DIR	MAX. TEMP	MIN. TEMP	HGT. OF	STATE	SEA	SWELL	SWELL	SWELL	WATER	SOIL
0055	0500	0	0	11	24	12									
0655	1200	0	0	11	24	12									
1259	1800	0	0	11	24	12									
1856	2400	0	0	11	24	12									
2356	0500	0	0	11	24	12									

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

MAX. TEMP (°F)	MIN. TEMP (°F)	PRECIP. (IN)	SNOWFALL (IN)	DEPTH (IN)	SPEED (MPH)	DIR	TIME (LST)	NEWS OF ICE	LAYER	RIVER	MAX. MIN. (°F)
25	07	0	0	0	11	24	12				86 55 2.10

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0648 SUNSET 0614

0000 142
0200 142
0400 142
0600 142
0800 142
1000 142
1200 142
1400 142
1600 142
1800 142
2000 142
2200 142

Incl #3

09-UFOB-1-59

UNCLASSIFIED

4. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

DOWNGRADED AT REGULAR INTERVALS;
DECLASSIFIED AND DECLASSIFIED YEARS.
DO NOT DISSEMINATE

UNCLASSIFIED

100TH AISS Classified

Document Log # 59-1612 59-1436

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

WBAN 10 3

STATION 1742 DATE MAR 12 1959

TIME	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL PRESSURE	SEA LEVEL PRESSURE	WIND CHANGING	VISIBILITY			
		LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			FOURTH LAYER								
AMT	TYPE	HT	AMT	TYPE	HT	AMT	TYPE		HT	AMT	TYPE	HT	AMT	TYPE	HT	31	32	33	34	35
1	4	2	SC	50	2	AC	100	4	0			4	0							
2	3	2	SC	50	1	AC	100	3	0			3	0							
3	1	1	AC	100	0			1	0			1	0							
4	0	0			0			0	0			0	0							
5	0	0			0			0	0			0	0							
6	0	0			0			0	0			0	0							
7	0	0			0			0	0			0	0							
8	2	8	FS	M30	0			8	0			8	0							32
9	1	6	AC	100	0			6	0			6	0							60
10	0	0			0			0	0			0	0							60
11	1	1	CU	15	0			1	0			1	0							60
12	3	3	CU	25	0			3	0			3	0							60
13	5	5	CU	25	0			5	0			5	0							60
14	7	7	CU	M4	0			7	0			7	0							50
15	7	6	CU	M43	1	CU		7	0			7	0							50
16	8	4	CU	45	4	CU		8	0			8	0							60
17	10	0	CU	45	10	CU		10	0			10	0							60
18	10	6	CU	45	10	CU		0	0			10	0							37
19	10	10	CU	510	0			0	0			0	0							0
20	10	10	CU	510	0			0	0			0	0							0
21	10	10	CU	510	0			0	0			0	0							0
22	10	10	CU	510	0			0	0			0	0							0
23	10	10	CU	510	0			0	0			0	0							0
24	10	10	CU	510	0			0	0			0	0							0
25	10	10	CU	510	0			0	0			0	0							0
26	10	10	CU	510	0			0	0			0	0							0
27	10	10	CU	510	0			0	0			0	0							0

SYNOPTIC OBSERVATIONS												STATION PRESSURE CORRECTIONS			
MAX TEMP	MIN TEMP	HGT	STAT	SEA	SWELL	SWELL	SURF	WATER	SOIL			SEA LEVEL	SEA LEVEL	SEA LEVEL	SEA LEVEL
TEMP	TEMP	FT	OF	DIR	HGT	PERIOD	TEMP	TEMP	TEMP			59	60	61	62
26	12											35.2	1742	1742	347
27	12														
28	11														
29	25														
30	26														
31	25														

DAY OF DAY (MIDNIGHT TO MIDNIGHT)												PRECIPITATION				WIND			
PLAS	BUST	FRON	PROLEN	COND	THORNTN	BEVAN	INSD	SUP	TO WIND	BEGAN	ENDED	TO WIND	BEGAN	ENDED					
59	60	61	62	63	64	65	66	67	68	69	70	71	72	73					

WIND												TEMPERATURE			
DIR	DIR	DIR	DIR	DIR	DIR	DIR	DIR	DIR	DIR	DIR	DIR	MAX	MIN	MAX	MIN
74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
												86	55	86	55

NOTES AND MISCELLANEOUS PHENOMENA

Cloudy

86 55 86

86 147

TYPE	TIME (LST)	CLOUDS and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIMETER SET (In)	REMARKS/SUPPLEMENTAL CODED DATA			OBSERVER INITIALS
								DIRECTION	SPEED (Kts)	CHARACTER AND SHIFTS		13	14	15	
R	0155	50 @ 100 @	15+		163	21	15	↘	7		493				EM
R	0155	50 @ 100 @	15+		159	19	13	↘	6		492				EM
R	0155	100 @	15+		159	18	12	↘	7		492	603	1070		EM
R	0255	0	15+		159	16	11	↘	6		492				EM
R	0354	0	15+		159	14	10	↘	8		492				EM
R	0550	0	15+		159	13	10	↘	6		491	704	11		EM
R	0650	0	15+		159	10	7	↘	7		491				EM
S1	0746	3 - CD	15+					↘	9					F181	EM
S2	0758	173 CD	3/4	F	163	15	11	↘	9		492	VSBY S 3	VSBY 15/3		EM
												RUNWAY 09			
S3	0803	W 2 X	1/2	F				↘	11					(F181)	AF
S4	0804	-X	1/2	F				↘	11			F 8		(F181)	RC
S5	0802	-X	3/4	F				↘	11			VSBY 3 W F 8			AF
S6	0807	-X	5	CF				↘	8			F 3 VSBY E 1/2			AF
L	0840	0	m												AF
R	0834	0	15		166	18	14	↘	6		493	DATE AS MADE NE 1205	1540		AF
R	0950	0	15+		162	13	13	↘	9		493				AF
R	1055	15 @	15+		156	17	5	↘	5		491				AF
L	1145	20 @	15+												AF
R	1155	25 @	15+		149	18	19				489				AF
R	1233	28 @	15+												AF
R	1258	35 @	12		139	19	17	↗	3		486				AF
L	1345	44 @ / P	15+					↘	4						AF
R	1359	44 @ / CD	15+		125	24	16				485				AF
R	1425	44 @ / CD	15+		132	30	16	←	5		484		617	1101	RC
S8	1522	43 @ / CD	15+					←	9						RC
R	1555	45 @ / CD	15+		125	29	15	←	7		482				RC
R	1650	1 - @	15+		125	27	14	←	10		481				RC
R	1750	1 - @	15+		119	25	13	←	7		479				RC
S9	1832	E 150 @	15+					←	5						RC
R	1851	E 140 @	15+		115	24	12	←	6		478				RC
R	1856	E 130 @	15+		115	24	14	←	5		478	0.000			RC
R	1852	E 100 @	15+		117	24	14	←	5		476	707	107X		RC
L	1935	E 75 @	15+												RC
R	1958	70 - @	15+		112	25	14	←	6		474				RC
R	2027	E 35 @ 56 @	15+		109	25	14	←	10		473				RC
L	2315	B 45 @	15+												RC
R	1350	43 @	15+		105	25	16	←	7		470				RC

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 12 1959

TIME (LST)	STATION	DRY PRESSURE (IN)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER (%)	CLOUDS AND OBSCURING PHENOMENA														
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER			
						AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT		AMT	TYPE	HEIGHT		AMT	TYPE	HEIGHT	
0053	28435	205	144	71	4	2	SC	50	2	AC	100	4	0	4	0	4	0	0	0	0
0151	28435	192	129	67	3	2	SC	50	1	AC	100	3	0	3	0	3	0	0	0	0
0251	28435	175	105	60	1	1	AC	100	0		0	1	0	1	0	1	0	0	0	0
0355	28435	161	84	51	0	0	AC	100	0		0	0	0	0	0	0	0	0	0	0
0454	28430	142	137	95	0	0			0		0	0	0	0	0	0	0	0	0	0
0550	28430	135	130	96	0	0	AC	100	0		0	0	0	0	0	0	0	0	0	0
0653	28430	116	112	92	0	0	SC	100	0		0	0	0	0	0	0	0	0	0	0
0758	28430	148	143	93	2	8	FS	M3	0		0	0	0	0	0	0	0	0	0	0
0857	28430	171	171	95	0	0	AC	100	0		0	0	0	0	0	0	0	0	0	0
0955	28430	222	210	84	0	0	SC	100	0		0	0	0	0	0	0	0	0	0	0
1055	28430	238	237	91	1	1	AC	15	0		1	0	1	0	1	0	0	0	0	0
1155	28400	250	247	82	3	3	SC	25	0		3	0	3	0	3	0	0	0	0	0
1258	28370	253	250	82	5	5	SC	25	0		5	0	5	0	5	0	0	0	0	0
1357	28370	252	242	87	7	7	SC	40	0		7	0	7	0	7	0	0	0	0	0
1455	28370	248	256	96	7	7	SC	40	0		7	0	7	0	7	0	0	0	0	0
1555	28330	242	250	95	8	8	SC	45	0		8	0	8	0	8	0	0	0	0	0
1650	28330	270	233	56	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0
1750	28330	253	220	55	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0
1856	28270	240	210	60	11	0	SC	45	10	CA	10	0	11	0	11	0	0	0	0	0
1956	28250	236	218	67	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0
2056	28250	240	215	66	11	0	SC	45	10	CA	10	0	11	0	11	0	0	0	0	0
2156	28250	245	215	64	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0
2257	28240	252	222	64	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0
2357	28230	246	223	67	10	0	SC	45	10	CA	10	0	10	0	10	0	0	0	0	0

SYNOPTIC OBSERVATIONS																	
TIME (LST)	TIME (GMT)	NO.	PRECIP.	SNOW	DEPTH	MAX. TEMP.	MIN. TEMP.	HGT. (500 MB)	STATE	SEA. STATE	SMELL	SMELL PERIOD	SURF. TEMP.	WATER TEMP.	SOIL TEMP.	WIND DIR.	WIND S.P.
0053	0553	41	0	0	0	22	14	7									
0551	1151	3	0	0	11	22	12	7									
1151	1751	6	0	0	11	25	11	6									
1755	2355	0	0	0	7	31	25	6									
2357	0557	0	0	0	7	26	22										
MIC			0	0	4	25	25										

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)																	
24-HR MAX	24-HR MIN	24-HR WIND DIR	24-HR WIND S.P.	24-HR PRECIP.	24-HR SNOW	PEAK WIND	SUST.	THICK.	FROZEN	DRNG.	SEA.	SMELL	SURF. TEMP.	WATER TEMP.	SOIL TEMP.	WIND DIR.	WIND S.P.
31	11	0	0	0	11								86	55	210		

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 2648 SUNSET 6147

1311 0814

0700 142
 020 142
 1125 143
 1735 144
 2332 142
 0000 142

Encl #3
D7-UFOB-1-59

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

WRAN 10 B

STATION _____ DATE MAR 12 1959

NO.	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	NET CHANGE	12	40		
		LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER						
		AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT		AMT					TYPE & DIR	HEIGHT
1	4	2	SC	50	2	AC	100	4	0			4	0			4			
2	3	2	SC	50	1	AC	100	3	0			3	0			3			
3	1	1	AC	100	0			1	0			1	0			1	6	10	
4	0	0			0			0	0			0	0			0			
5	0	0			0			0	0			0	0			0			
6	0	0			0			0	0			0	0			0			
7	0	0			0			0	0			0	0			0			
8	8	8	FS	M30	0			8	0			8	0			8		32	
9	6	6	AC	100	0			6	0			6	0			6		50	
10	0	0			0			0	0			0	0			0		60	
11	1	1	AC	15	0			1	0			1	0			1		50	
12	3	3	SC	25	0			3	0			3	0			3		50	
13	5	5	SC	25	0			5	0			5	0			5		70	
14	7	7	SC	100	0			7	0			7	0			7		50	
15	7	7	SC	100	1	AC	100	7	0			7	0			6	6	50	
16	8	8	SC	45	4	AC	100	8	0			8	0			4		60	
17	10	10	SC	45	10	AC	100	10	0			10	0			3		60	
18	10	10	SC	45	10	AC	100	10	0			10	0			5	7	37	
19	10	10	SC	45	0			10	0			10	0			10		0	
20	10	10	SC	45	0			10	0			10	0			10		0	
21	10	10	SC	45	0			10	0			10	0			10		0	
22	10	10	SC	45	0			10	0			10	0			10		0	
23	10	10	SC	45	0			10	0			10	0			10		0	
24	10	10	SC	45	0			10	0			10	0			10		0	
25	10	10	SC	45	0			10	0			10	0			10		0	
26	10	10	SC	45	0			10	0			10	0			10		0	
27	10	10	SC	45	0			10	0			10	0			10		0	

SYNOPTIC OBSERVATIONS

MAX TEMP	MIN TEMP	HGT	STATE	SEA	SWELL	SWELL	SURF	WATER	SOIL	STATION PRESSURE COMPUTATIONS			
TEMP	TEMP	1000 MB	OF	STATE	HGT. B	PERIOD	TEMP	TEMP	TEMP	TIME LIST	STATION	REDUCED	SEA LEVEL
47	46	49	50	51	52	53	54	55	56	57	58	59	60
22	12												
21	12		7										
21	11		6					33					
21	25		6										
21	25												
21	25												

PART OF DAY (MIDNIGHT TO MIDNIGHT)				PRECIP	THORSTM	BEGAN	ENDED	SUR	TO VIS	BEGAN	ENDED
BLAST	SUST	TRAC	FRIEN CRND	82	83	84	85	86	87	88	89

WIND	DIR	VELOCITY	MAX	MIN	WIND	DIR	VELOCITY	MAX	MIN
74	75	76	77	78	79	80	81	82	83
			86	55	20				
			000	142					
			520	142					
			1425	142					
			1735	142					
			3332	142					
			0000	142					

TYPE	TIME (LST)	CLOUDS and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP. (°F)	DEW PT. (°F)	WIND		ALTIMETER SET (in)	REMARKS and SUPPLEMENTAL CODED DATA			OBSERVERS INITIALS
								DIRECTION	SPEED (kts)		CHARACTER AND SHIFTS	13	14A	
R	0055	500 1000	15+		163	21	15	↘	7	993				EM
R	0155	500 1000	15+		159	19	13	↘	6	992				EM
R	0255	1000	15+		159	18	12	↘	7	992	603	1070		EM
R	0355	0	15+		159	16	11	↘	6	992				EM
R	0454	0	15+		159	14	10	↘	8	992				EM
R	0550	0	15+		159	13	10	↘	6	991	904	11		EM
R	0650	0	15+		159	16	7	↘	7	991				EM
S1	0746	3-00	15+					↘	9				FIBI	EM
R	0758	173-00	3/4	F	163	15	11	↘	9	992	VSBY 53	VSBY 15/8		EM
											RNWY 09			
S3	0803	W2 X	1/2	F				↘	11				(FIBI)	EM
S4	0914	-X	1/2	F				↘	11		F 8		(FIBI)	RC
S5	0822	-X	3/4	F				↘	11		VSBY 3 W F 8			EM
S6	0847	-X	5	CF				↘	8		F 3 VSBY E 12			EM
L	0840	0	10											EM
R	0857	0	15		166	18	14	↘	6	993	PATCOES HANDING NIE / 305	1040		EM
R	0955	0	15+		162	13	13	↘	9	993				EM
R	1055	15-00	15+		156	27	15	↘	5	991				EM
L	1140	20-00	15+											EM
R	1155	25-00	15+		149	28	19			989				EM
	1233	28-00	15+											EM
R	1258	35-00	15+		139	19	17	↗	3	986				EM
S0	1346	1140-00	15+					↘	4					EM
R	1357	1141-00	15+		135	29	16			985				EM
R	1425	1143-00	15+		132	30	16	↖	5	984	617	1101		RC
S8	1522	1150-00	15+					↖	9					RC
R	1555	1450-00	15+		125	29	15	↖	7	982				RC
R	1650	1-00	15+		125	27	14	↖	10	981				EM
R	1750	1-00	15+		119	25	13	↖	7	979				EM
S9	1832	E150-00	15+					↖	5					EM
R	1851	E140-00	15+		115	24	12	↖	6	978				EM
R	1956	E130-00	15+		115	24	14	↖	5	978	DLACRL			EM
R	2056	E100-00	15+		112	24	14	↖	5	976	707	107X		EM
L	2135	E95-00	15+											EM
R	2159	70-00	15+		102	24	14	↖	6	974				EM
R	2257	E35-00	15+		99	25	14	↖	10	972				EM
L	2315	B45-00	15+											EM
R	2357	113-00	15+		985	25	16	↖	7	970				EM

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION _____

DATE MAR 12

TIME (LST)	STATION	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA													
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER		
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT
00	28435	205	194	77	4	2	SC	50	2	AC	100	4	0	4	0	0	0		
01	28435	197	179	78	0	2	SC	50	1	AC	100	3	0	3	0	0	0		
02	28435	175	165	78	1	1	AC	100	0	0	0	1	0	1	0	0	0		
03	28435	161	154	81	0	0	AC	100	0	0	0	0	0	0	0	0	0		
04	28435	146	127	85	0	0	0	0	0	0	0	0	0	0	0	0	0		
05	28435	133	130	90	0	0	AC	100	0	0	0	0	0	0	0	0	0		
06	28435	116	112	82	0	0	SC	10	0	0	0	0	0	0	0	0	0		
07	28435	148	143	83	0	8	FS	1130	0	0	0	0	0	0	0	0	0		
08	28435	171	171	85	0	0	AC	100	0	0	0	0	0	0	0	0	0		
09	28435	224	202	84	0	0	SC	10	0	AC	100	0	0	0	0	0	0		
10	28435	293	237	61	1	1	AC	15	0	0	0	1	0	1	0	0	0		
11	28435	280	247	62	2	2	SC	25	0	0	0	2	0	2	0	0	0		
12	28435	253	250	62	5	5	SC	25	0	0	0	5	0	5	0	0	0		
13	28435	243	244	67	7	7	SC	40	0	0	0	7	0	7	0	0	0		
14	28435	248	256	66	7	7	SC	43	0	0	0	7	0	7	0	0	0		
15	28435	292	250	55	8	8	SC	45	4	0	0	8	0	8	0	0	0		
16	28435	270	263	56	10	10	SC	45	10	0	0	10	0	10	0	0	0		
17	28435	253	220	55	10	10	SC	45	10	0	0	10	0	10	0	0	0		
18	28435	240	210	60	10	10	SC	45	10	0	0	10	0	10	0	0	0		
19	28435	246	218	67	10	10	SC	50	10	0	0	10	0	10	0	0	0		
20	28435	240	215	66	10	10	SC	50	10	0	0	10	0	10	0	0	0		
21	28435	240	215	66	10	10	SC	70	10	0	0	10	0	10	0	0	0		
22	28435	250	222	64	10	10	SC	70	10	0	0	10	0	10	0	0	0		
23	28435	246	223	67	10	10	SC	70	10	0	0	10	0	10	0	0	0		

SYNOPTIC OBSERVATIONS

TIME (LST)	NO	PRECIP	SNOW FALL	DEPTH	MAX TEMP	MIN TEMP	HGT	STATE	SEA SWELL	SWELL PERIOD	SURF WIND	WATER TEMP	SOIL TEMP
0000	0	0	0	0	22	12							
0300	0	0	0	11	22	12	7						
0600	0	0	0	11	25	11	6					32	
0900	0	0	0	7	21	25	6						
1200	0	0	0	7	26	23							
MID	0	0	0	7	25	25							

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F)	24-HR MIN TEMP (°F)	24-HR PRECIP (IN)	24-HR SNOWFALL (IN)	SNOW DEPTH (IN)	PEAK GUST (MPH)	THICKNESS OF ICE (IN)	FROZEN GROUND (LAYERS)	24-HR MAX WIND (MPH)	24-HR MIN WIND (MPH)
66	67	0.00	0.00	11	21	0	0	14	11

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0645 SUNSET 0814

0000 142
0300 142
0600 143
0900 144
1200 142
1500 142
1800 142

Incl #3

D7-UFOB-1-59

STATION DULUTH, MINN. DATE MAR 12 1955

TYPE	TIME (LST)	SEA LEVEL PRESS. (mb)	TEMP (°F)	DEP. FT. (M)	WIND DIRECTION	WIND SPEED (Kts)	CHARACTER AND SHIFTS	ALTIMETER SET (ms)	WEATHER AND SUPPLEMENTAL CODED DATA			OBSERVER INITIALS
									VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	
R	0155	5001000	15+	153	21	5	W 7	993				CM
R	0155	5001000	15+	154	19	13	W 6	992				CM
R	0155	1000	15+	154	18	12	W 7	992	603	1070		CM
R	0255	0	15+	154	16	11	W 6	992				CM
R	0454	0	15+	154	14	10	W 5	992				CM
R	0550	0	15+	154	13	10	W 6	991	704	11		CM
R	0650	0	15+	154	12	7	W 7	991				CM
S1	0746	3-00	15+				42 7				F181	CM
R52	0758	173-00	3/4 =	163	15	11	W 9	992	VSBY 53	VSBY 15/8		CM
/									R. W. V. 0 9			
S3	0803	W 2 X	1/2 F				W 11				(F181)	CM
S4	0804	-X	1/2 F				W 11		F 8		(F181)	RC
S5	0822	-X	3/4 =				W 11		VSBY 2 W 48			CM
S6	0827	-X	5 =				W 8		F 1 VSBY 6 1/2			CM
L	0840	0	10									CM
R	0854	0	15	166	18	14	W 6	993	PRECIP. ENDING NE 1700	1-10		CM
R	0950	0	15+	162	12	13	W 9	993				CM
R	1055	15-00	15+	156	27	5	W 5	991				CM
L	1100	20-00	15+									CM
R	1155	25-00	15+	149	28	19	W 5	984				CM
R	1231	28-00	15+									CM
R	1258	35-00	15+	139	19	12	W 3	986				CM
S7	1340	44-00	15+				W 4					CM
R	1359	44-00	15+	125	34	16	W 5	985				CM
R	1425	44-30	15+	132	30	16	W 5	984	617	1101		RC
S8	1500	45-00	15+				W 9					RC
R	1535	45-00	15+	125	29	15	W 7	982				RC
R	1650	1-00	15+	125	27	14	W 10	981				CM
R	1750	1-00	15+	119	25	13	W 7	979	27-1000			CM
S9	1837	E 150-00	15+				W 5					CM
R	1851	E 140-00	15+	115	24	12	W 6	978				CM
R	1856	E 130-00	15+	115	24	14	W 5	978	8-1000			CM
R	1858	E 100-00	15+	112	24	14	W 5	976	707	107X		CM
L	1935	E 75-00	15+									CM
R	1958	70-00	15+	102	24	14	W 6	974				CM
R50	2027	E 35-00	15+	091	25	4	W 10	972				CM
L	2305	B 45-00	15+									CM
R	2350	B 30-00	15+	085	25	16	W 7	970				CM

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION 4-4-4-4-4

DATE MAR 12 1959

TIME (LST)	STATION PRESSURE (In)	DRY BULB (°F)	WET BULB (°F)	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			FOURTH LAYER		
						AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT		AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT
0055	28435	205	144	77	4	2	Sc	50	2	Ac	100	4	0	4	0	0	0	0
0155	28435	197	139	78	0	2	Sc	50	1	Ac	100	3	0	3	0	0	0	0
0255	28435	195	142	78	1	1	Ac	100	0			1	0	1	0	0	0	0
0355	28435	161	54	91	0	0	Ac	100	0			0	0	0	0	0	0	0
0454	28430	142	137	85	0	0			0			0	0	0	0	0	0	0
0550	28430	133	130	90	0	0	Ac	100	0			0	0	0	0	0	0	0
0653	28430	116	112	82	0	0	Sc	100	0			0	0	0	0	0	0	0
0758	28430	148	143	83	2	8	FS	M3	0			0	0	0	0	0	0	0
0857	28430	176	171	85	0	0	Ac	100	0			0	0	0	0	0	0	0
0955	28430	226	202	84	0	0	S	90	0	0	0	0	0	0	0	0	0	0
1055	28435	238	237	61	1	1	Sc	15	0			1	0	1	0	0	0	0
1151	28400	250	247	62	3	3	Sc	25	0			3	0	3	0	0	0	0
1208	28370	253	250	62	5	5	Sc	25	0			5	0	5	0	0	0	0
1357	28410	272	249	57	7	7	Sc	44	0	0	0	7	0	7	0	0	0	0
1451	28350	298	256	56	7	7	Sc	43	1	0	0	7	0	7	0	0	0	0
1555	28330	292	250	55	8	4	Sc	45	4	0	0	8	0	8	0	0	0	0
1650	28330	270	233	56	10	0	Sc	45	10	0	0	10	0	10	0	0	0	0
1750	28300	255	220	55	10	0	Sc	45	10	0	0	10	0	10	0	0	0	0
1856	28290	240	210	60	11	11	Sc	45	11	0	0	11	0	11	0	0	0	0
1958	28250	206	213	67	10	11	Sc	51	11	0	0	11	0	11	0	0	0	0
2054	28320	270	215	66	11	11	Sc	51	11	0	0	11	0	11	0	0	0	0
2158	28260	240	215	64	10	10	Sc	45	10	0	0	10	0	10	0	0	0	0
2257	28240	250	222	64	11	7	Sc	45	3	Sc	55	11	0	11	0	0	0	0
2358	28210	246	223	67	11	11	Sc	43	11	0	0	11	0	11	0	0	0	0

SYNOPTIC OBSERVATIONS

TIME (LST)	TIME (GST)	NO	PRECIP	SNOW	DEPTH	MAX TEMP	MIN TEMP	HGT	STATE	SEA	SWELL	SWELL PERIOD	SURF	WATER TEMP	SOIL TEMP	SEA PRESS	SEA CORRECTION	SEA STATE
0055	0455	44	0	0	0	22	12											
0857	1257	44	0	0	0	11	22											
1451	1851	44	0	0	0	11	25											
2054	0054	44	0	0	0	9	26											
2358	0358	44	0	0	0	7	25											

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F)	24-HR MIN TEMP (°F)	24-HR PRECIP (In)	24-HR SNOWFALL (In)	24-HR SNOW DEPTH (In)	24-HR WIND DIR	24-HR WIND SPED (mph)	24-HR REL HUMIDITY (%)	24-HR TOTAL CLOUD COVER (%)	24-HR MAX WIND GUST (mph)	24-HR MIN WIND GUST (mph)	24-HR MAX WIND DIRECTION	24-HR MIN WIND DIRECTION	24-HR MAX WIND VELOCITY (kts)	24-HR MIN WIND VELOCITY (kts)	24-HR MAX WIND PERIOD (sec)	24-HR MIN WIND PERIOD (sec)	24-HR MAX WIND DIRECTION	24-HR MIN WIND DIRECTION	
88	67	0	0	11	11	11	77	74	75	76	77	78	79	80	81	82	83	84	85
31	11	0	0	11									86	55	2	10			

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0646 SUNSET 0147

0000 142
0500 142
1125 143
1735 144
2352 144
0000 142

13N 0814

R#3

WEOB-1-59

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

FORM NO. 3

STATION 4-44-44 DATE MAR 12 1959

TIME	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	PRESSURE	TEMPERATURE	WIND	VISIBILITY
		LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER							
AMT	TYPE	HT	AMT	TYPE	HT	TOTAL	AMT	TYPE	HT	TOTAL	AMT	TYPE	HT	36	37	38	39	40
1	4	2 SC	50	2 AC	100	4	0			4	0			4				
2	5	2 SC	50	1 AC	100	3	0			3	0			3				
3	1	1 AC	100	0		1	0			1	0			1	6	010		
4	0	0		0		0	0			0	0			0				
5	0	0		0		0	0			0	0			0				
6	0	0 AC	100	0		0	0			0	0			0				32
7	2	8 FS	M30	0		2	0			2	0			2				60
8	0	0 AC	100	0		0	0			0	0			0	3	010		60
9	0	0 SC	100	0		0	0			0	0			0				60
10	1	1 CU	15	0		1	0			1	0			1				60
11	3	3 CU	25	0		3	0			3	0			3	6	035		60
12	5	5 CU	25	0		5	0			5	0			5				60
13	7	7 CU	40	0		7	0			7	0			7				60
14	7	7 CU	M43	1	CU	7	0			7	0			6	6	010		60
15	8	4 CU	45	4	CU	8	0			8	0			4				60
16	10	6 CU	45	10	CU	10	0			10	0			3				60
17	10	6 SC	45	10	CU	10	0			10	0			5	7	030		37
18	11	11 CU	45	11	CU	11	0			11	0			10				0
19	11	11 CU	510	11	CU	11	0			11	0			11				
20	11	11 CU	510	11	CU	11	0			11	0			10	7	010		
21	10	10 CU	45	10	CU	10	0			10	0			5				
22	10	7 SC	45	3 SC	55	10	0			10	0			10				
23	11	11 SC	M30	11	CU	11	0			11	0			10	7	010		

SYNOPTIC OBSERVATIONS													STATION PRESSURE COMPUTATIONS			
WIND	MAX TEMP	MIN TEMP	HGT	STATE	SEA	SWELL	SWELL	SURF	WATER	SOIL						
DIR	TEMP	TEMP	NO	OF	STATE	HGT	PERIOD	M, P, O	TEMP	TEMP	59	60	61	62		
46	41	38	48	50	51	52	53	54	55	56	57	58	59	60		
	22	14														
11	24	12		7												
11	27	11		6					30							
11	27	25		6												
9	26	22														
9	25	25														

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)										PREP & THORSTM				DEW				
WIND	REL	DIR	TIME	MAX	MIN	24 HR	24 HR	24 HR	24 HR	82	83	84	85	86	87	88	89	90
11				86	55	0	10											

NOTES AND MISCELLANEOUS PHENOMENA									
<p>0000 1.42</p> <p>0300 1.42</p> <p>1135 1.43</p> <p>1735 1.44</p> <p>2332 1.42</p> <p>0814</p>									

DULUTH, MINN

13 MAR 59

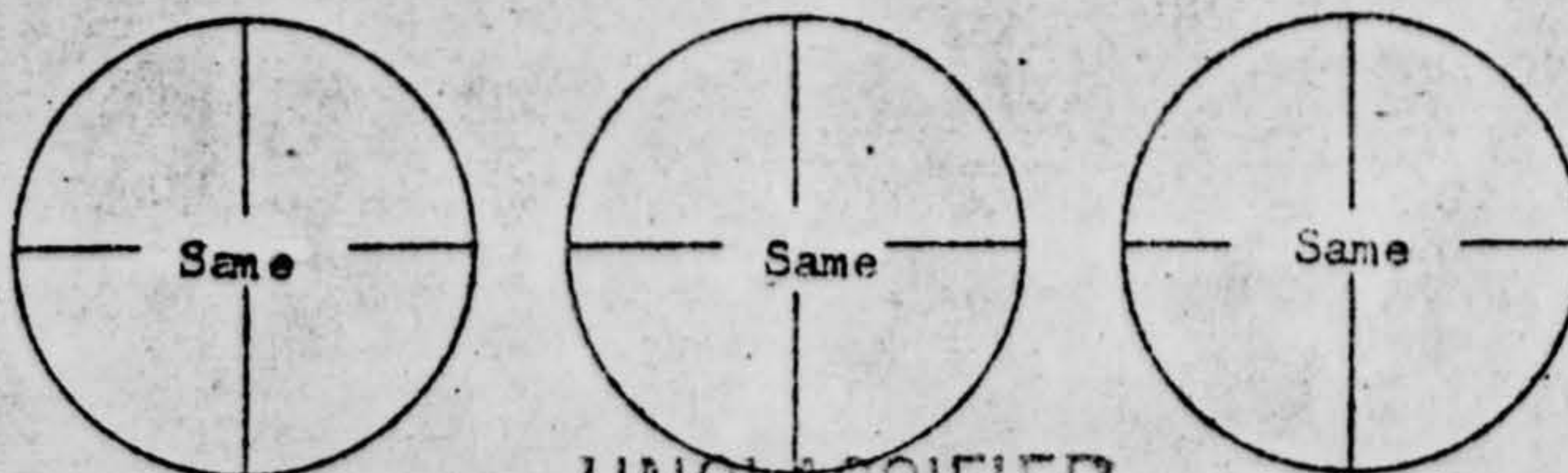
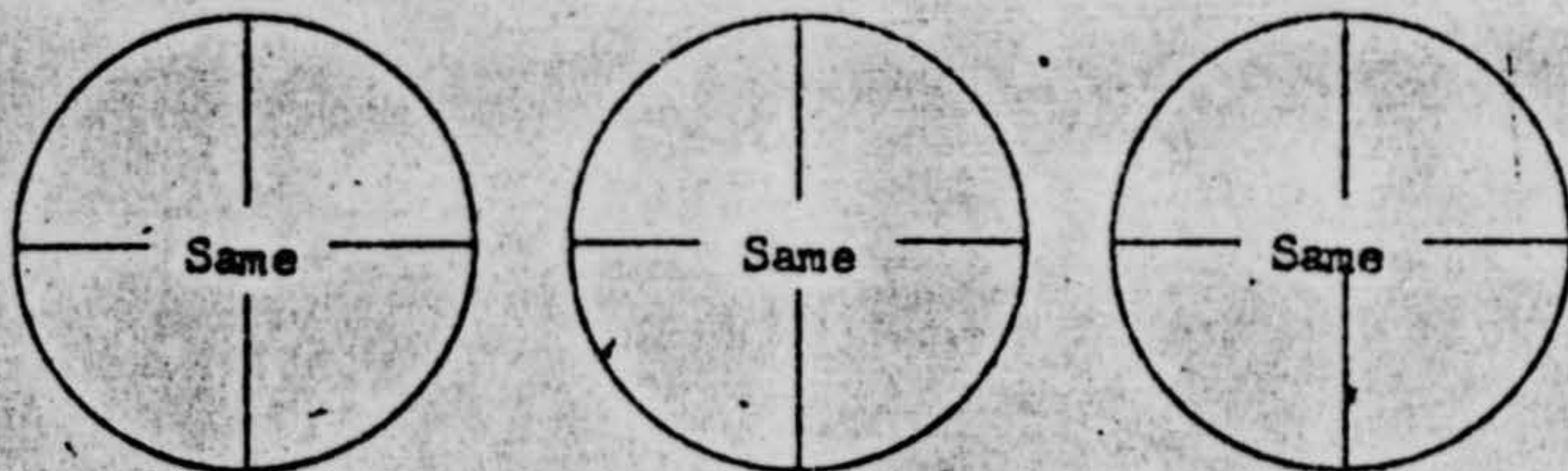
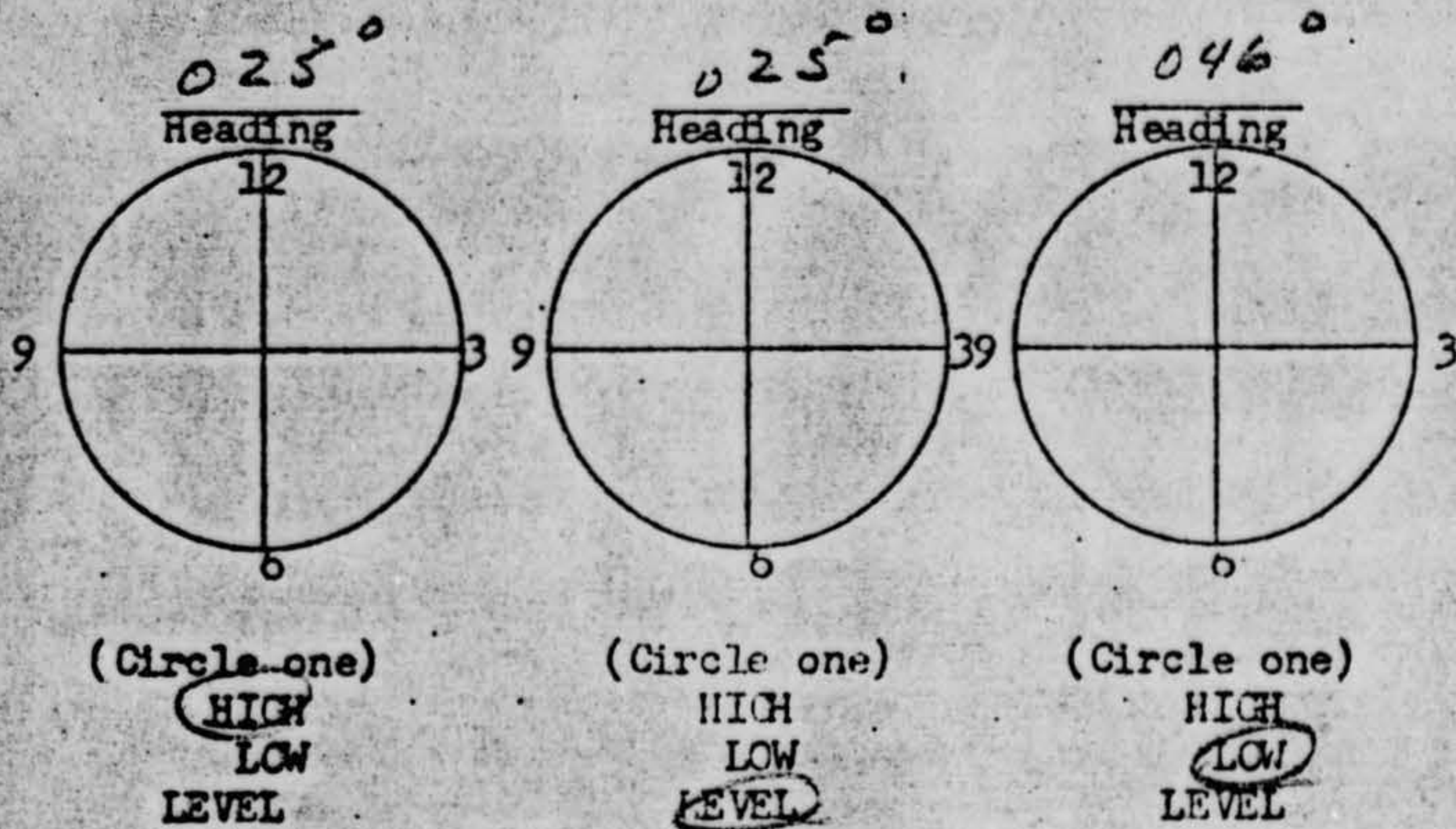
CASE INCLUDES 35mm.

Film in separate folder

SAC

UNCLASSIFIED

45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



UNCLASSIFIED

TYPE	TIME (LST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mb)	TEMP (°F)	DEW PT (°F)	WIND			ALTIMETER SET (Inch)	REMARKS and SUPPLEMENTAL CODED DATA			OBSERVER INITIALS
								DIRECTION	SPEED (Kts)	CHARACTER AND SHIFTS		13	14A	14B	
R	0550	500 1000	15+		163	21	15	↘	7		993				CM
R	0655	500 1000	15+		159	19	13	↘	6		992				CM
R	0755	1000	15+		159	18	12	↘	7		992	603	1070		CM
R	0855	0	15+		159	16	11	↘	6		992				CM
R	0955	0	15+		159	15	10	↘	8		992				CM
R	1055	0	15+		159	13	10	↘	6		991	904	11		CM
R	1155	0	15+		159	10	7	↘	7		991				CM
S1	1246	3-0	15+					↘	7					F181	CM
R52	1755	173-0	3/4	F	163	15	11	↘	9		992	VSBY S 3	VSBY 15/8		CM
S3	1803	W2 X	1/2	F				↘	11					(F181)	RT
S4	1814	-X	1/2	F				↘	11					(F181)	RC
S5	1822	-X	1/4	F				↘	11					VSBY 3 W 18	RT
S6	1837	-X	5	2F				↘	8					F 3 VSBY E 12	RT
L	1840	0	10												RT
R	1857	0	15		166	18	14	↘	6		993	1800S	1800S	1800S	RT
R	1950	0	15+		162	15	13	↘	9		993				RT
R	2055	15-0	15+		156	17	15	↘	5		991				RT
L	2140	20-0	15+												RT
R	2155	25-0	15+		149	18	19		0		989				RT
R	2233	38-0	15+												RT
R	2258	35-0	12		139	18	17	↖	3		981				RT
S2	2346	110-0	15+					↖	4						RT
R	1357	110-0	15+		135	29	16		0		985				RT
R	1425	143-0	15+		132	30	16	↖	5		984	617	1101		RC
S8	1522	159-0	15+					↖	9						RC
R	1555	150-0	15+		125	29	15	↖	7		982				RC
R	1650	1-0	15+		125	27	14	↖	10		981				RC
R	1750	1-0	15+		119	25	13	↖	7		979				RC
S9	1832	E150-0	15+					↖	5						RC
R	1851	E140-0	15+		115	24	12	↖	6		978				RC
R	1956	E130-0	15+		115	24	14	↖	5		978	0.1000			RC
R	2052	E100-0	15+		112	24	14	↖	5		976	707	107X		RC
L	2135	E75-0	15+												RC
R	2154	70-0	15+		112	24	14	↖	6		974				RC
R50	2207	E35-0	15+		107	25	14	↖	10		972				RC
L	2305	B45-0	15+												RC
R	2350	110-0	15+		105	25	16	↖	7		970				RC

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION

DATE NOV 12 1958

PT	REL	TOTAL	CLOUDS AND OBSCURING PHENOMENA																NET	CHANGE
			LOWEST LAYER			SECOND LAYER			THIRD LAYER			FOURTH LAYER			SKY COVER	NET				
			AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT						
14	1	4	2	SC	50	2	AC	100	4	0		4	0		4					
19	2	5	2	SC	50	1	AC	100	3	0		3	0		3					
22	3	1	1	AC	100	0			1	0		1	0		1	0	010			
34	11	0	0	AC	100	0			0	0		0	0		0					
37	53	0	0			0			0	0		0	0		0					
20	04	1	1	AC	100	0			0	0		0	0		0	0	010			
12	82	2	0	SC	100	0			0	0		0	0		0		32			
03	83	2	8	FS	M30	0			0	0		0	0		0		60			
11	85	1	6	AC	100	0			0	0		0	0		0	0	30			
02	64	1	0	SC	100	0	AC	100	0	0		0	0		0		60			
37	61	1	1	AC	15	0			1	0		1	0		1		60			
47	62	2	2	SC	25	0			2	0		2	0		2	0.035	60			
50	62	5	5	SC	25	0			5	0		5	0		5		70			
49	57	7	2	AC	100	0	AC	100	7	0		7	0		7		50			
20	56	7	6	AC	M43	1	AC	100	7	0		7	0		6	0.050	50			
05	55	8	4	AC	45	4	AC	100	8	0		8	0		4		60			
33	56	10	0	SC	45	10	AC	100	10	0		10	0		3		60			
20	55	10	6	SC	45	10	AC	100	10	0		10	0		5	0.050	37			
10	65	11	11	AC	100	0			11	0		11	0		10		0			
12	67	10	11	AC	50	0			10	0		10	0		11					
15	66	11	11	AC	50	0			11	0		11	0		11	0.050				
15	66	10	10	AC	75	0			10	0		10	0		5					
22	64	10	7	SC	45	3	SC	55	10	0		10	0		10					
23	67	11	11	SC	M30	0			11	0		11	0		11	0.050				

SYNOPTIC OBSERVATIONS

DIR	WIND	MAX	MIN	HGT	STATE	SEA	SWELL	SWELL	SURF	WATER	SOIL	PRESSURE COMPUTATIONS					
NO	DIR	TEMP	TEMP	MS	OF	STATE	HGT	PERIOD	TEMP	TEMP	TEMP	TIME	SEA	BAROMETER	SEA	BAROMETER	SEA
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
0	22	12															
0	11	12			7												
0	11	11			6					33							
0	4	25			6												
0	9	23															
0	7	25															

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

WIND	TEMP	SEA	SWELL	SURF	WATER	SOIL	PRESSURE	COMPUTATIONS
0	11	7						

TIME	WIND	TEMP	SEA	SWELL	SURF	WATER	SOIL	PRESSURE	COMPUTATIONS
0000	142								
0530	142								
1125	143								
1735	144								
2332	142								
0000	142								

NOTES AND MISCELLANEOUS PHENOMENA

SUNSET 1619

7

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU
SURFACE WEATHER OBSERVATIONS

STATION _____

TIME (LST)	STATION	DAY	WET	REL	TOTAL	CLOUDS AND OBSCURING PHENOMENA									
						LOWEST LAYER	SECOND LAYER	SUMMA	THIRD LAYER						
						AMT	TYPE	HEIGHT	AMT	TYPE	HEIGHT	TOTAL	AMT	TYPE	HEIGHT
0055	28435	205	194	77	4	2	SC	50	2	AC	100	4	0		
0155	28435	177	179	78	3	2	SC	50	1	AC	100	3	0		
0255	28435	175	162	78	1	1	AC	100	0			1	0		
0355	28435	161	154	71	0	0	AC	100	0			0	0		
0454	28435	142	137	43	0	0			0			0	0		
0550	28435	135	130	90	1	1	AC	100	0			1	0		
0653	28435	116	112	82	1	0	SC	100	0			1	0		
0758	28435	148	143	83	2	8	FS	M30	0			8	0		
0857	28435	171	171	85	0	0	A	100	0			0	0		
0955	28435	224	202	64	0	0	S	100	0			0	0		
1055	28435	238	237	61	1	1	SC	15	0			1	0		
1151	28435	250	247	62	2	2	SC	25	0			2	0		
1258	28435	243	250	62	5	5	SC	25	0			5	0		
1357	28435	242	249	67	7	7	SC	M100	0			7	0		
1452	28435	248	256	66	7	6	SC	M43	1	SC		7	0		
1550	28435	242	250	65	8	4	SC	45	4	SC		8	0		
1650	28435	270	233	56	10	6	SC	45	10	SC		10	0		
1750	28435	253	220	55	10	6	SC	45	10	SC		10	0		
1856	28435	240	210	60	11	11	SC	45	11	SC		11	0		
1956	28435	246	212	67	10	11	SC	510	11	SC		11	0		
2054	28435	240	215	66	10	11	SC	5100	11	SC		11	0		
2158	28435	240	215	66	10	11	SC	70	11	SC		11	0		
2251	28435	250	222	64	10	7	SC	635	3	SC	55	10	0		
2350	28435	246	223	67	10	10	SC	M31	11	SC		11	0		

SYNOPTIC OBSERVATIONS

TIME (LST)	NO	PRECIP	SNOW	DEPTH	MAX	MIN	HGT	STATE	SEA	SWELL	SWELL	SURF	WATER	SOIL
					TEMP	TEMP	MB	OF	STATE	HGT	B	PERIOD	TEMP	TEMP
0055		0			26	12								
0355		0		11	24	12		7						
1258		0		11	25	11		6					32	
1750		0		9	21	25		6						
2350		0		9	26	23								
MIC		0		9	25	25								

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR	24-HR
MAX	MIN	PRECIP	UNMLTD	DEPTH	FEAR	GUST	THICK	FROZEN	GRND	WIND	WIND	WIND	WIND	WIND
31	11	0	0	11										86 55 210

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 6:40 AM SUNSET 6:14 PM

13N 0814

0000 1.42
 0500 1.42
 1135 1.43
 1735 1.44
 2332 1.42
 0000 1.42

Incl 3
 0-UFOB-1-59

(Rev. 1-1-55)

SURFACE WEATHER OBSERVATIONS

STATION W. G. DULUTH, MINN.

DATE MAR 12 1955

TYPE	TIME (LST)	HEIGHT and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mb)	TEMP (°F)	DEW PT (°F)	WIND		ALTIMETER SET (Inch)	REMARKS and SUPPLEMENTAL CODED DATA			OBSERVER INITIALS
								DIRECTION	SPEED (kts)		CHARACTER AND SHIFTS	13	14	
R	0155	50 @ 100 @	15+		163	21	15	↘	7	993				CM
R	0155	50 @ 100 @	15+		159	19	13	↘	6	992				CM
R	0255	100 @	15+		159	18	12	↘	7	992	603	1070		CM
R	0355	0	15+		159	16	11	↘	6	992				CM
R	0455	0	15+		159	14	10	↘	5	992				CM
R	0550	0	15+		159	13	10	↘	6	991	10411			CM
R	0650	0	15+		159	12	7	↘	7	991				CM
S1	0746	3- @	15+					↘	7				F181	CM
R52	0750	173 @	3/4	F	163	15	11	↘	9	992	VEBY S3	150Y15/5		CM
											RNWP09			
S3	0803	W2 X	1/2	F				↘	11				(F181)	AP
S4	0811	-X	1/2	F				↘	11		F8		(F181)	RC
S5	0821	-X	3/4	F				↘	11		VEBY SW F8			AP
S6	0827	-X	5	RF				↘	8		F3 VEBY E17			AP
L	0840	0	10											AP
R	0854	0	15		166	18	14	↘	6	993	WTCAS WADSW NE 1700	1040		AP
R	0950	0	15+		162	15	13	↘	9	993				AP
R	1055	15 @	15+		156	17	5	↘	5	991				AP
L	1140	20 @	15+											AP
R	1155	25 @	15+		149	14	19			989				AP
R	1221	28 @	15+											AP
R	1258	25 @	15+		159	19	17	↗	3	981				AP
S7	1310	140 @ / P	15+					↘	4					AP
A	1329	140 @ / P	15+		125	24	16			985				AP
R	1425	143 @ / P	15+		132	30	16	←	5	984	617	1101		RC
S8	1524	143 @ / P	15+					←	9					RC
R	1535	143 @ / P	15+		125	29	15	←	7	982				RC
R	1650	1- @	15+		125	27	14	←	10	981				AP
R	1750	1- @	15+		119	25	13	←	7	979				AP
S9	1832	E150 @	15+					←	5					AP
R	1851	E140 @	15+		115	24	12	←	6	978				AP
R	1956	E130 @	15+		115	24	14	←	5	978	DIRVOC			AP
R	2052	E100 @	15+		112	24	14	←	5	976	707	107X		AP
L	2135	E75 @	15+											AP
R	2154	70 @	15+		112	24	14	←	6	974				AP
R60	2229	E35 @ 50 @	15+		109	25	14	←	10	972				AP
L	2315	B45 @	15+											AP
R	2350	M30 @	15+		105	25	16	←	7	970				AP

SURFACE WEATHER OBSERVATIONS

STATION 4444 DATE MAR 12 1959

TIME (LST)	STATION PRESSURE (ins)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	PRESSURE TENDENCY	NET CHANGE				
						LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER							
						AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT		AMT						TYPE & DIR	HEIGHT
0055	28.450	205	194	77	4	2	SC	50	2	AC	100	4	0	4	0	4								
0155	28.430	190	179	78	3	2	SC	50	1	AC	100	3	0	3	0	3								
0255	28.430	175	165	78	1	1	AC	100	0			1	0	1	0	1	0	010						
0355	28.430	161	154	81	0	0	AC	100	0			0	0	0	0	0								
0454	28.430	142	137	85	0	0			0			0	0	0	0	0								
0555	28.420	133	130	86	0	0	AC	100	0			0	0	0	0	0		010						
0653	28.410	116	112	82	0	0	AC	100	0			0	0	0	0	0				32				
0758	28.430	148	143	83	8	8	FS	143	0			8	0	8	0	8				60				
0859	28.435	171	171	85	0	0	AC	100	0			0	0	0	0	0		010		60				
0955	28.440	224	202	64	0	0	SC	10	0	AC	100	0	0	0	0	0				60				
1055	28.415	223	237	61	1	1	CU	15	0			1	0	1	0	1				60				
1157	28.400	250	247	62	3	3	CU	25	0			3	0	3	0	3	0	035		60				
1258	28.370	253	250	62	5	5	CU	35	0			5	0	5	0	5				70				
1352	28.410	273	249	57	7	7	CU	110	0	CU		7	0	7	0	7				50				
1455	28.330	248	256	56	7	6	CU	143	1	CU		7	0	7	0	6	0	050		50				
1552	28.330	242	250	55	8	4	CU	45	4	CU		8	0	8	0	4				60				
1650	28.320	270	233	56	10	0	SC	45	10	CU		10	0	10	0	3				60				
1750	28.290	253	220	55	10	0	SC	45	10	CU		10	0	10	0	5	0	050		37				
1856	28.290	240	210	60	10	0	SC	5140	0			10	0	10	0	10				0				
1956	28.285	246	213	67	10	0	SC	5140	0			10	0	10	0	10				0				
2054	28.240	240	215	66	10	0	SC	5100	0			10	0	10	0	10	0	010		0				
2158	28.230	240	215	66	10	0	SC	70	0			10	0	10	0	5				0				
2257	28.240	250	222	64	10	0	SC	535	0	SC	55	10	0	10	0	10				0				
2352	28.230	246	223	67	10	0	SC	436	0			10	0	10	0	10	0	060		0				

SYNOPTIC OBSERVATIONS

TIME (LST)	TIME (LST)	NO	PRECIP (ins)	SNOW FALL (ins)	SNOW DEPTH (ins)	MAX. TEMP (°F)	MIN. TEMP (°F)	HGT 850 MB SURFACE	STATE OF GRND.	SEA STATE & DIR	SWELL HGT & DIR	SWELL PERIOD	SURF WIND M, P, D	WATER TEMP.	SOIL TEMP.	STATION PRESSURE COMPUTATIONS			
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
	MO. 1		0			22	12											28.450	174.7
	28.320		0			22	12											28.450	174.7
	28.330		0		11	22	12		7									28.450	174.7
	28.350		0		11	25	11		6					32				28.450	174.7
	28.370		0		9	21	25		6									28.450	174.7
	28.380		0		8	26	23											28.450	174.7

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300
(PMGC)

OFFICIAL BUSINESS

Incl # 4

D7-UFOR-1-59

TC 804.	
NORTH STAR	15/220
	13/3/59
WG	OK
	DINK
	TO
CADP FORM 143C - MAY 57	

CAF 670	
618	37/475
CE100	13/3/59
WG	GR0009
	YB
CADP FORM 143C - MAY 57	

TC 10	
Sup Con	19/300
	13/3/59
YC	OK 0306
	T.O
CADP FORM 143C - MAY 57	

EA 3
LE 5540
0147

A 108
LE 1010
0007E

FG 8
KE 5550
0303E



DATE (Z) 13 MAR 1959

PAGE NO. 1

UNCLASSIFIED

P69 29 JUL 69

STATION LOG NO. 1
STATION NAME
STATION TYPE
STATION CLASSIFICATION
STATION OPERATOR

LOGS OPENED BY ABLE CREW 001Z

✓ FR	NB3015	S	0016	F3	1	350	430		
	NA1540		0021	F3				CR/AM	
✓ FR	NB5045	N	0028	TF SCH	3	350	430		
	NC5020		0034	TF SCH				ORBIT	
	NC5010		0046	TF SCH				ORBIT	
	PC2002		0048	TF3				ORBIT	
	NB5845		0057	TF3					
	NC4515	S	0057	TF SCH					
HILLGREEN OFF - MENDES ON									
	PC1048	N	0100	TF SCH					
	NB4040	SW	0100	TF3					
	PD2500		0103	TF SCH					
	NB4040	ORBIT	0103	TF3					
	PD2500	ORBIT	0110	TF SCH					
	✓	✓	0137	TF SH 243				R/L	
				TF SH 1				R/L	
				TF3				R/L	
✓ FF	✓	✓	0141	CORD 1				SCRAMBLE TIME	
	DLH	ORBIT	0145	CORD	1	30	15	A/B TIME	
	NC5104	NE	0150	CORD					

TELETYPE MESSAGES

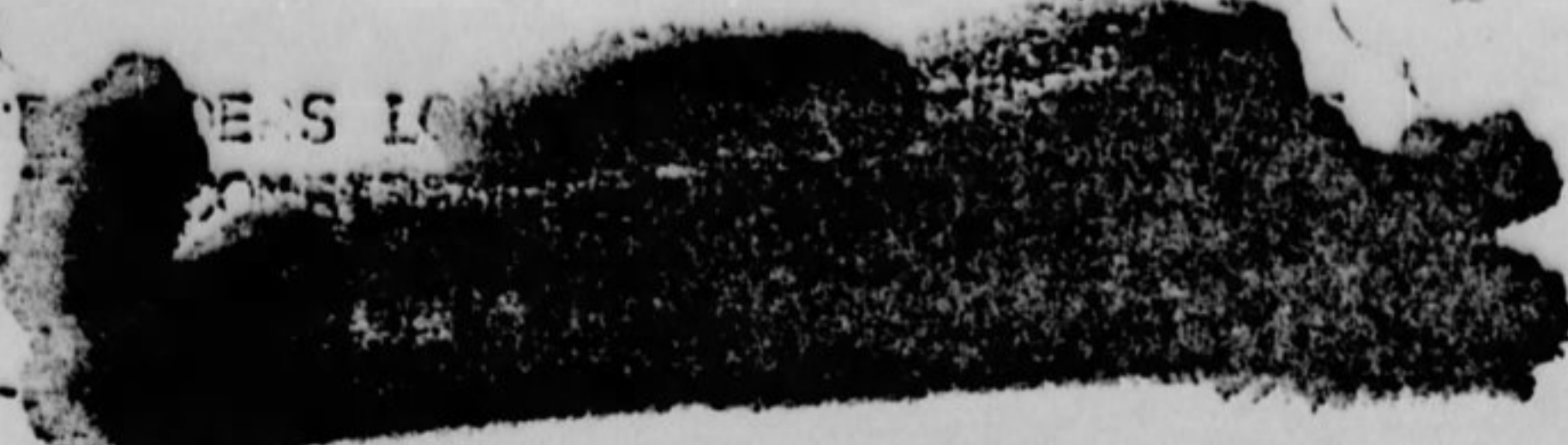
RECORDED MESSAGES

COMMAD FC 4, 7 OCT 55 (CC)

Incl # 5
D7-UFOB-1-59



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DATE (Z) 13 MAR 59

PAGE NO. 2

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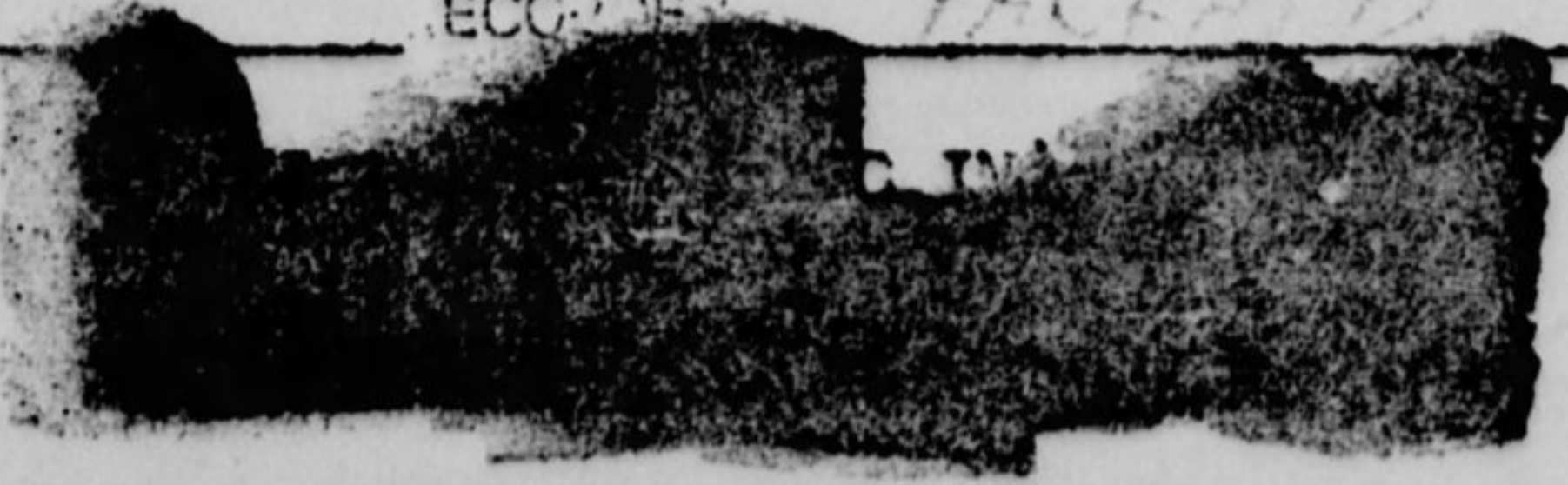
SECTION NO. P69

PC0817		0152	CORD		
PC3521		0155	CORD		
PC5021		0156	CORD		
PC1812		0200	MENDES OFF-PACKARD ON		
NB4057		0204	CORD		
NB4235		0207	CORD		
—		0208	CORD		ORBIT
PB5858	NE	0213	CORD		
PC5020	N	0215	CORD		
✓UNK	PC0520	N	0217	E32	
—		0219	E32		ORBIT
PC2040	W	0218	CORD		
NC5043		0222	CORD		
—		0222	E32		ORBIT
PC1901	NE	0226	CORD		
—		0227	E32		ORBIT
PC4008	NE	0234	CORD		ORBIT
✓SI	LC4008	NE	0231	DFC3	
—		0233	TF3		ORBIT
LC5822		0235	DFC3		
MC0135		0237	DFC3		

TELLER PACKARD

RECORDED PACKARD

CONAD FC 4, 7 OCT 55 (CO



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Vertical stamp on the right side of the page.

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45. Please give a brief narrative account of sighting and any other additional data or comments.

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5800.10

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1006TH AISS Classified

Document Log #59-7436

57-1612

DATE (Z) 13 MARCH 59

PAGE NO. 3

P69

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			0238	TF3				ORBIT
	MC 1658		0240	PFC3				
	PC0200	NW	0239	CORD				
	MD3225		0243	PFC3				
	MDV540		0246	PFC3				
	MC 5010		0245	CORD				
	MC 5000	S	0246	CORD				
	NB 2050	E	0246	CORD				
✓	SI	LC 2808	NNE	0248	RMY4	1	352 40	E35
		ND0155		0249	PFC3			
		LC 4020		0251	M4E			
		NE 1203		0251	FC3			
				0251	CORD			REL CORD
		NE 2814		0253	FC3			
		LC 5031		0253	M4U			
		LC 5045		0255	M4U			
		NE 1822		0255	FC3			
				0255	TF3			CL/ORBIT CORD
		MD0111		0258	M4U			
		TE 1940		0258	FC3			

BACKWARD OFF 0200 Z

TELETYPE

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COMAD FC 4, 7 OCT 55 (C)



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DATE (Z) 13 MARCH

PAGE NO. 4

P69

THOMPSON ON (0302 3)

	PE 3048		0301	FC 3			
	MD0522		0301	M44			
	PE 4959		0303	FC 3			CL
	MD3030		0304	M44			
	QF0505		0305	FC 3			DR
	MD5045		0306	M44			
	OF 2010		0309	FC 3			
	ND0145		0309	M44			
✓ FF	NC2535	NW	0308	C. BK	2	400	P25
	NC 1246		0310	C. BK			
	NE 3005		0313	M44			
	ND0901		0312	C. BK			
	QF5535		0313	FC 3			
	AF1040		0315	FC 3			
	NEV013		0315	M44			
	ND0518		0314	C. BK			
✓ FF	NC 2013	W	0314	C. PK	2	400	P33
	AF 3956		0319	FC 3			
	PE 1535		0319	M44			
	NC0130		0317	C. PK			

TELLER _____ REC'D BY: UNCLASSIFIED

COMAD FC 4, 7 OCT 55 (CONFIDENTIAL) 

DATE (Z) 13 MARCH

PAGE NO. 5



P69

YR	MONTH	DAY	TIME	EXTENSION	OFFICER	STATUS
			0317	CoBK1		CoBK2 PBT
			0320	CoPK		
			0321	FC3		
			0321	M44		
			0320	CoBK1		
			0322	CoPK		
			0323	FC3		
			0323	M44		
			0323	CoBK1		
			0325	CoPK		
			0325	FC3		CR/RA
			0325	M44		
			0327	CoBK2		
			0330	M44		
			0330	CoBK1		
			0329	CoBK2		
			0329	CoPK		ORBIT
			0332	CoBK2		ORBIT ^{REL} 0333
			0332	M44		
			0332	CoBK1		CR/RA
			0339	M44		CR/RA

TELLER _____

RECORDED

UNCLASSIFIED

CONAD FC 4, 7 OCT 55 (C)





DE S

DATE (Z) 13 MARCH

PAGE NO. 6

UNCLASSIFIED

STATION NO. P69

TIME	ORBIT	TYPE	CLASS	NO.	ALT	RA
	LD5030		0333	Co PK		ORBIT CR/RA
√ SI	KD2005	E	0346	C13F	6	350 R32
√ SI	KC1030	E	0346	C14F	2	350 R35
√ SI	KC3020	E	0346	C15		350 R35
	LC0151	SE	0350	C13		
√ SI	LD0210	E	0351	C17	1	350 E30
	LD1705	SE	0352	C17		
	LC1007		0352	C15		CR/RA
	LC5045		0354	C13		
	KC5915		0350	Co PK		
	LC5015		0355	C14		
	MC5550		0359	C13		
	MC3015		0359	C14		
	MC3505		0359	C15		
	MC4038		0359	C17		
	MC5550		0400	C13		
	MC5928		0401	C17		

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TELETYPE

ECC 1080



CONAD FC 4, 7 OCT 55 (CC)

DATE (Z) 13 MARCH

PAGE NO. 2

UNCLASSIFIED SECTION NO. P69

UNIT	CLASS	TYPE	DATE	CLASS	AMOUNT	DATE	CLASS	AMOUNT
	NC0518		0402	C14				
	NC0310		0402	C15				
	NC1545		0403	C13				
	NC1520		0403	C14				CHANGED TO C18
	2258		0404	C15				CR/RA
	NC3025		0403	C17				
	NC4040		0406	C13				
	NC4025		0406	C17				
	NC3520		0406	C18				
	UC0337	1)	0407	CoPK				
	UC5542		0414	CoPK				0423 DEBIT
	NC5530	SE	0412	C13				
	NC5921	SE	0412	C17				
	PB2059	SE	0412	C18				
✓ FF	PA1545	SE	0414	CoPL	2	350	\$30	
	PA5151	SE	0419	C18				
	PA4008	SE	0419	C17				
	QB3010	SE	0419	C13				
	QA2535	SE	0420	CoPL				
	MC2545		0423	CoBE1				
	AA1530		0423	C13				

TELLER _____ RECORDS _____ UNCLASSIFIED

CONAD FC 4, 7 OCT 55





DATE (Z) 13 MARCH

PAGE NO. 8

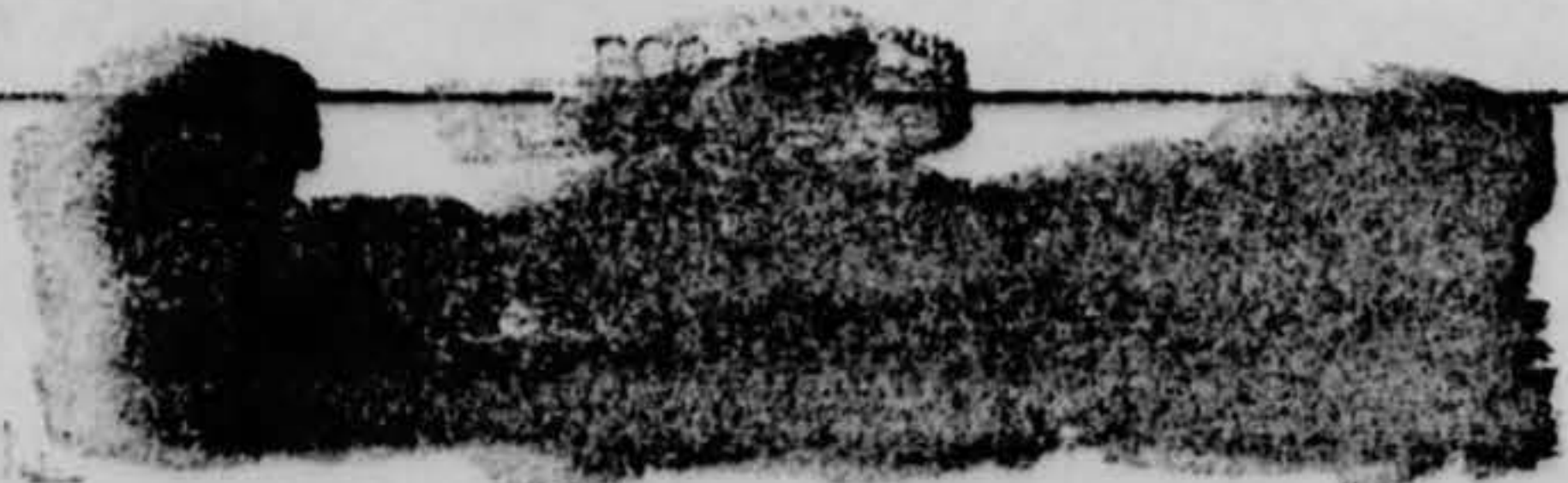
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SECTION NO. P69

QA5920		0423	C18		
PA5909		0423	C17		REL/AM
MC3541		0424	CoBK1		0428 CRBIT
AA1550		0426	C13		
AA3030		0426	C18		
QA2032	NW	0426	CoPL		
AA3535		0428	C13		
AA4020		0428	C18		
MC3541		0430	CoBK1		REL 0430
PA4043		0429	CoPL		
AA5922		0430	C13		CR/AM
AA5015		0430	C18		CR/AM
PA3055		0431	CoPL		
NB3530	NW	0433	CoPL		
NC1578		0434	CoPK		
NC0325	SW	0436	CoPK		
NB4047	NW	0436	CoPL		CRBIT
MC4504		0439	CoPK		
MB3545		0443	CoPK		
MB4030	SE	0445	CoPK		
NB1037	E	0447	CoPK		

TELLER

CONAD FC 4, 7 OCT 55



UNCLASSIFIED

DATE (Z) 13 MAR 64

PAGE NO. 1

UNCLASSIFIED

SECTION NO. P-69

UNIT	NAME	GRADE	STATUS	REMARKS
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NB2745

0449 COPK

NB5055

0451 COPK

DLH

0453 COPK

Release

STAMP OFF (0530Z)

AIDE 27 OFF DUTY (0539Z)

AIDE 1 ON DUTY 0539Z

MASON ON 0539Z

MASON OFF 0658Z

Rease on 0658Z

Rease off 0745Z

Arrive on 0745Z

Arrive off 0900Z

Return on 0900Z

Return off 1000Z

Work on 1000Z

Work off 1100Z

MASON on 1100Z

MASON OFF 1200Z

ROUSE ON 1200Z

ROUSE OFF 1300Z

TELLER

COMAD FORM 4, 7 OCT 55

UNCLASSIFIED

UNCLASIFIED SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-1-59

PART TEN

PAGE 20 OF 20 PAGES

COMMENTS OF THE PREPARING OFFICER:

In the opinion of the preparing officer there were a number of radar contacts made during the period of the sighting which may or may not be related to each other.

On the basis of obtained information, it is believed that these electronic sightings should be evaluated as "Unknown" due to the absence of any reported aircraft in the sighting area at time of sighting which could have conducted electronic or chaff jamming operations.

There is a remote possibility that the radar equipment in the F-94's malfunctioned during some of the sightings due to old and worn-out equipment. This factor cannot, however, account for all of the electronic sightings.

Further checks are being made with 28th Bomb Wing, Ellsworth AFB to determine if there is any possibility whatsoever of an unreported SAC aircraft conducting unreported ECM operations in the area of the sighting at the time of sighting. Information will be forthcoming as obtained.

Regarding visual sightings of contrails in the sighting area, these sightings may have been caused by contrails from SCOTCH FLIGHT aircraft (Lt. McQuade reported that SCOTCH FLIGHT aircraft were producing contrails).

/s/ Joseph S. Svahula
JOSEPH S. SVAHULA
MSGT USAF
Commander

UNCLASIFIED

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APRIL 1959 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
1	Albuquerque, New Mexico	[REDACTED]	Aircraft
2	Batesville, Arkansas	[REDACTED]	Balloons
5	Big Springs, Texas	[REDACTED]	Astro (METEOR)
5	Dallas, Texas	[REDACTED]	Astro (MARS)
6	Travis AFB, California	Military	Astro (METEOR)
9	Approx 525 Mi SE of Newfoundland	[REDACTED]	Insufficient Data
9	Ft McMurray, Alberta, Canada	[REDACTED]	Balloon
10	Yuma, Arizona	[REDACTED]	Astro (VENUS)
11	Herford, Germany	[REDACTED]	Astro (METEOR)
12	Lemoore, California	[REDACTED]	Insufficient Data
12	Montreal, Quebec, Canada	Multi	Other (SPOTLIGHT)
13	Antigo & Madison, Wisconsin	Military (Visual)	Astro (AURORA)
13	Antigo & Madison, Wisconsin / one case	Military (RADAR)	Other (ANOMALOUS PROP)
15	Detroit, Michigan	[REDACTED]	Astro (METEOR)
16	Kunsan AB, Korea	Military	Other (REFLECTION)
16	Over Tuba City, Arizona	Military	Aircraft
17	San Antonio, Texas	[REDACTED]	Aircraft
19	Greenville, Maine	[REDACTED]	Balloon
21	Big Springs, Texas	[REDACTED]	Aircraft
22	Between Portugal & Morocco	[REDACTED]	Astro (METEOR)
22	Bitburg, Germany	Military	Astro (METEOR)
22	Mitchel AFB, New York	Military	Astro (VENUS)
22	Niles, Illinois	[REDACTED]	Insufficient Data
24	Teheran, Iran	Multi	Astro (METEOR)
27	Kirtland AFB, New Mexico	Arkin	Insufficient Data
30	Approx 30 Mi S of Puerto Rico	Argentine Ship	Astro (METEOR)

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

<u>DATE</u>	<u>LOCATION</u>	<u>SOURCE</u>	<u>EVALUATION</u>
Apr 59	Universe	Science News Ltr	
Apr 59	Grand Forks, North Dakota	[REDACTED]	
1	McCord AFB, Washington	[REDACTED]	
8	Vernalis, California	Newsclipping	
25	Pasadena, California	Newsclipping	

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47. Please give the following information about yourself:

NAME ~~XXXXXXXXXX~~ ~~XXXX~~ ~~XXXX~~
Last Name First Name Middle Name

ADDRESS ~~XX~~ RAPID CITY SD
Street City Zone State

TELEPHONE NUMBER ~~XXXXXXXXXXXX~~

What is your present job? PILOT

Age 34 Sex M

Please indicate any special educational training that you have had.

- a. Grade School
- b. High School
- c. College _____
- d. Post graduate _____
- e. Technical School 1 YR
(Type) ECM course
- f. Flying School
- g. Other special training _____

48. Date you completed this questionnaire?:

1 apr apr 59
Day Month Year

DOWNGRADED AT 5...
DECLASSIFIED AS...
DOD DIR 59-162

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Document Log # 59-1136
59-162

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AIRBORNE OBSERVER'S DATA SHEET

Per changed by
Auth. _____
By 27 Sep 69

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

14 MARCH 1959 Z.
Day Month Year

2. Time observation was made:

Time Zone Daylight Saving
 Standard
or 0250 Z (GMT)

3. Exact location of aircraft when the observation was first made:

48-04N 93-45W
Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
REDACTED	L/COL	IP
REDACTED	PAFT	AC
REDACTED	1/LT	CP
REDACTED	A/IC	TAIL GUNNER

DOWNGRADED AT _____ INTERVALS!
DECISION _____ YEARS.

ALSO # 2
(19 Sep 56)

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Incl # 3

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Document Log # 59-1612

5. Aircraft identification

a. Type aircraft B-52D

b. Serial No. 56-687

c. Home Station ELLSWORTH AFB,
So DAK

6. Flight Data

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a. Heading 010

Mag True Compass

b. Ind. Altitude 31,000'

c. Ind. Airspeed 241

Knots MPH

7. Was an attempt to detect the object on airborne radar made? (Circle one)

Yes

No

No Radar

Radar inoperative

a. If YES, describe:

8. Was an intercept attempted? (Circle one)

Yes

No

9. Were photographs taken?

(Circle one)

Yes

No

10. Were any other aircraft seen in the area? (Circle one)

Yes

No

a. If YES, was any attempt made to contact them? Comments:

11. Were any nearby ground stations contacted during or soon after the sighting?

(Circle one)

Yes

No

Comments: POSITION ARROW

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DOD DIB 8250.10

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Document Log # 57-162

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Estimate how long you saw the object.

00
Hours

15
Minutes

00
Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a.

Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other

NO

16. What was the condition of the sky?

(Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

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Document Log 59-7672

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18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
- b. A few
- c. Many
- d. Don't remember

MOON (Circle one)

- a. Bright moon light
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes
- b. No
- c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)?
- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other _____

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind
- b. Slight breeze
- c. Strong wind AT ALTITUDE
- d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear
- b. Overcast
- c. Undercast
- d. Above scattered clouds
- e. Below scattered clouds
- f. Through scattered clouds
- g. Other _____

23. Did the object appear: (Circle one)

- a. Solid?
- b. Transparent?
- c. Don't know.

d. IT APPEARED AS A LIGHT

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DOD DIR 520010

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UNCLASSIFIED (Circle one for each question)

24. Did the object:

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)

- a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
- d. Don't remember. e. Other _____

28. Describe in a few words the color of the object. A STRONG WHITE LIGHT WITH IRREGULAR RED + GREEN FLASHES COMING FROM WITHIN IT

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. 75 feet.

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30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? _____ MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? _____ feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 270 degrees.

32.2 When it disappeared: 230 degrees.

33. If there was more than one object, then how many were there? ONLY ONE ?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- | | | |
|---|------------------|----------------|
| a. <input checked="" type="radio"/> Head of a pin | e. Quarter | i. Grapefruit |
| b. <input type="radio"/> Paa | f. Half Dollar | j. Basketball |
| c. Dime | g. Silver Dollar | k. Other _____ |
| d. Nickel | h. Baseball | _____ |
- BETWEEN THESE TWO

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain b. Fairly certain c. Not very sure d. Uncertain

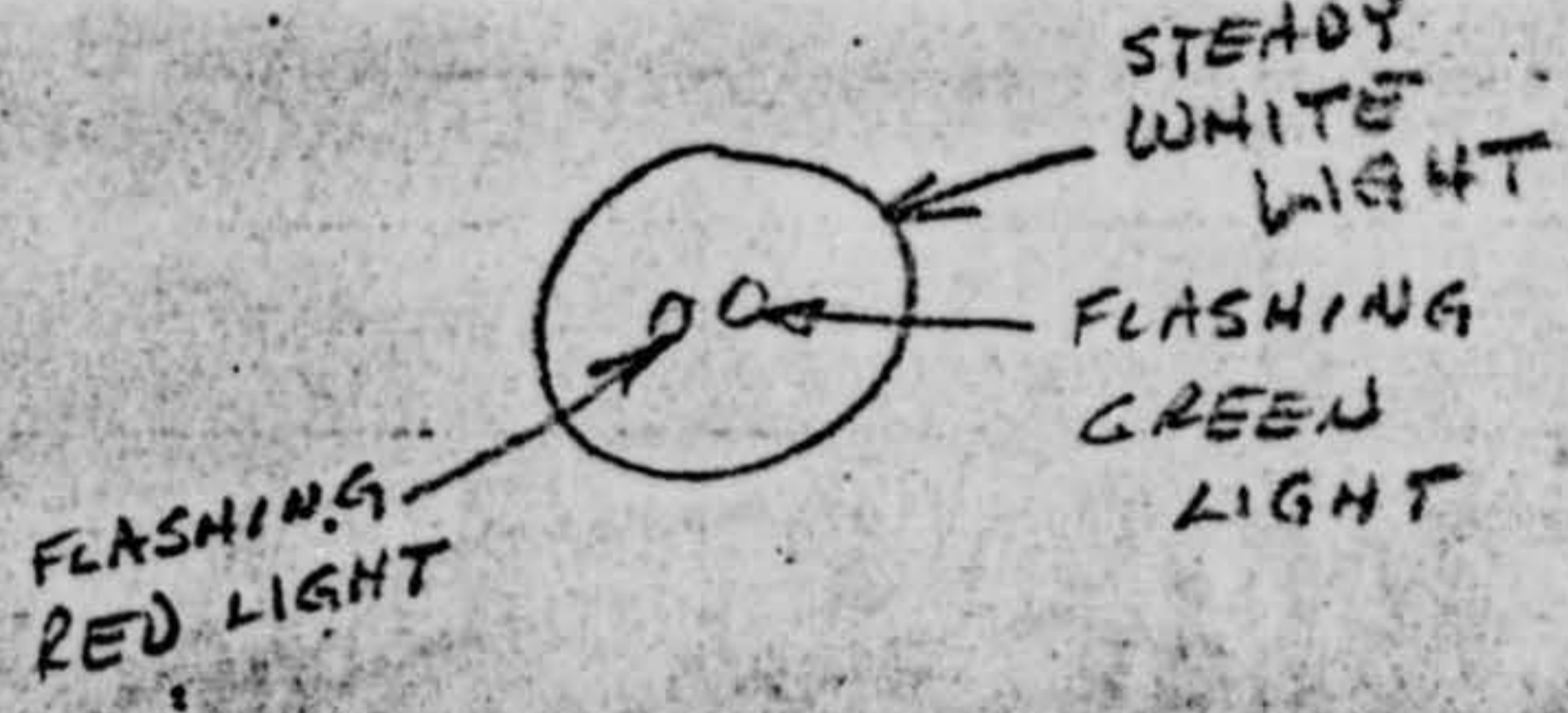
UNCLASSIFIED

36. How did the object or objects disappear from view? SEEMED TO GROW
SMALLER AS IF IT WERE MOVING AWAY OR
STANDING STILL AS WE WERE MOVING AWAY

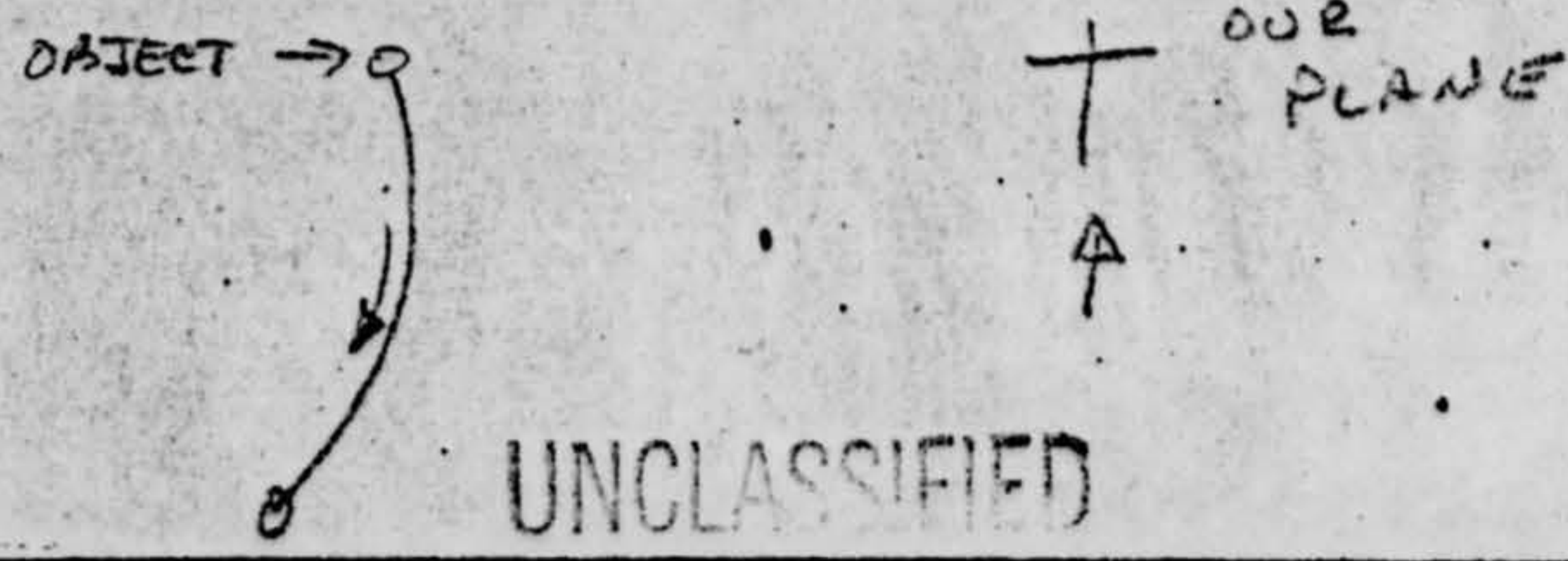
37. What direction were you looking when you first saw the object? (Circle one)
a. North c. East e. South **g. West**
b. Northeast d. Southeast f. Southwest h. Northwest

38. What direction were you looking when you last saw the object? (Circle one)
a. North c. East e. South g. West
b. Northeast d. Southeast **f. Southwest** h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



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DDI DIR 300016

100TH AISS Classified
Document Log # 59-1612 57-1435

tail light 80 degrees on each side. The lights also cover approximately 60 degrees in the vertical plane, 30 degrees up and 30 degrees down. Mr. Paul Greely of Crimes Lighting Company indicated that Boeing Aircraft Company had one such system for installation on a "707", and that the Federal Aviation Agency Test Division at Atlantic City, N. J. had one system for installation on a C-130. Mr. Greely pointed out that neither of these systems was as yet installed.

2. Fire Control System installed in the F-102A is the MG-10. The maximum search range of the radar is 50 miles under ideal conditions, the maximum range for lock-on is 20 miles.

3. Unusual aurora activity in the area at the time of the sighting.

4. Weather clear, crisp and cold, with visibility 15 / miles.

5. Shape, color, size and other characteristics of object as reported.

6. Position of major stars and prominent planets at time of the sighting.

D. Analysis

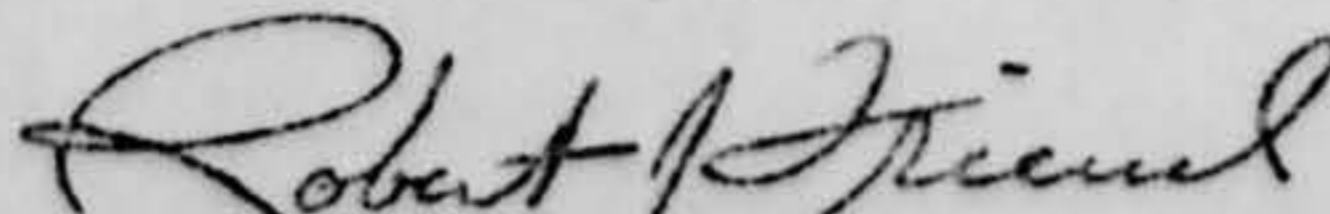
1. AFCIN-4E1 concludes that in all probability the radar readings were more likely due to interference than an actual point. (DF Subject: IR D7-UFOB-2-59, dated 21 April 1959 from AFCIN-4E1 to AFCIN-4E4g)

2. The planet Venus was a few degrees below the horizon at a magnetic bearing of approximately 300 degrees. Refraction could bring the planet into view and distortion and diffusion caused by the various temperature layers could be responsible for the various shapes, colors and apparent motions.

E. Conclusions

1. The radar readings were due to interference and not the existence of a real target. These interferences were probably due to excessive activity of the northern lights (aurora).

2. The object seen visually by the crews of the aircraft was probably the planet Venus, brought into view by diffraction and distorted by the alternate layers of air of different temperatures to create the effects of movement and change of color and shape. The fact that this object maintained its same relative position, and that the F-102's were unable to close on it substantiates this conclusion.


ROBERT J. FRIEND
Project Officer
AFCIN-4E4g

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Page eight

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

THE SIGHTING WAS AT NIGHT SO I SAW ONLY LIGHTS. TO RECONSTRUCT IT I WOULD USE A STATIONARY AIRPORT WHITE BEACON WITH A SMALLER IRREGULAR FLASHING RED AND GREEN LIGHT PLACED JUST IN FRONT OF THE BEACON.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

IT MIGHT HAVE BEEN A PLANET BUT I KNOW OF NO WAY TO ACCOUNT FOR THE FLASHING RED + GREEN LIGHTS.

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DOD DIR 5200.10

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Document Log # 59-1436

59-1612

51

44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.



OBJECT APPEAR TO BE IN THIS AREA

AND APPEAR TO MOVE IN THIS DIRECTION

NORTHERN ADIZ
EASTERN ADIZ

EASTERN DEFENSE AREA

CENTRAL OPEN AREA

WARNING
Magnetic disturbance exists along the north shore at level and lake level from Duluth to Grand Marais

WARNING
Local magnetic disturbance

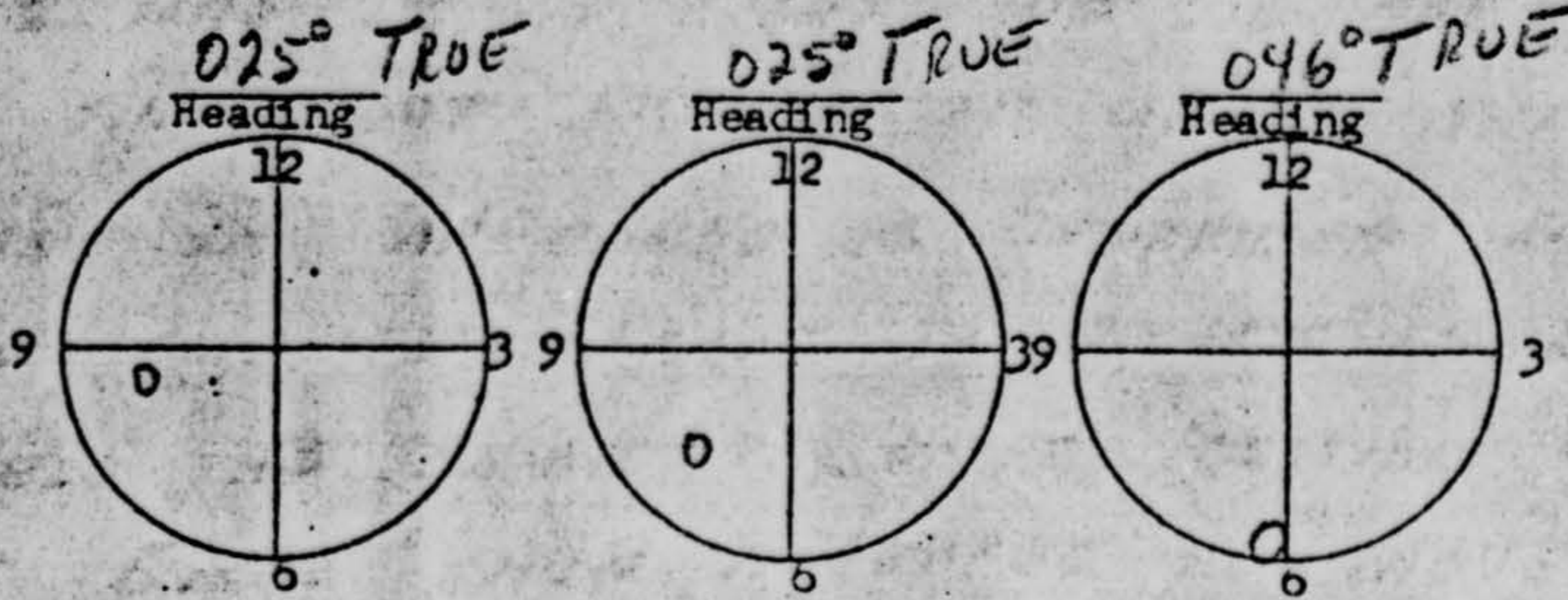
WARNING
Local magnetic disturbance

WARNING
Local magnetic disturbance

WARNING
Local magnetic disturbance



15. Show the location of the object in relation to the aircraft by placing an "O" on the edge of the circle at the 6'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



(Circle one)

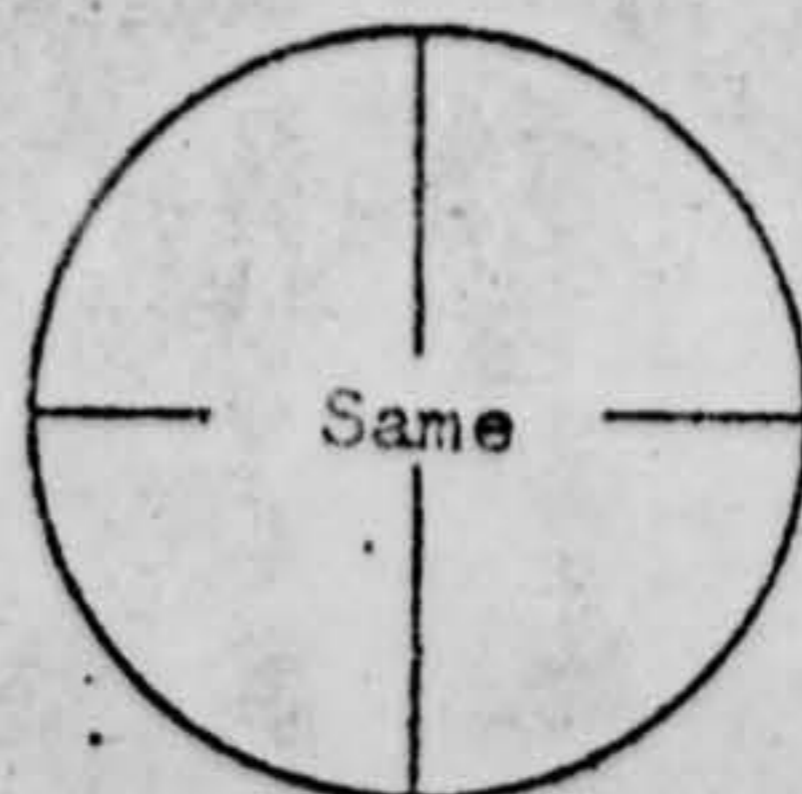
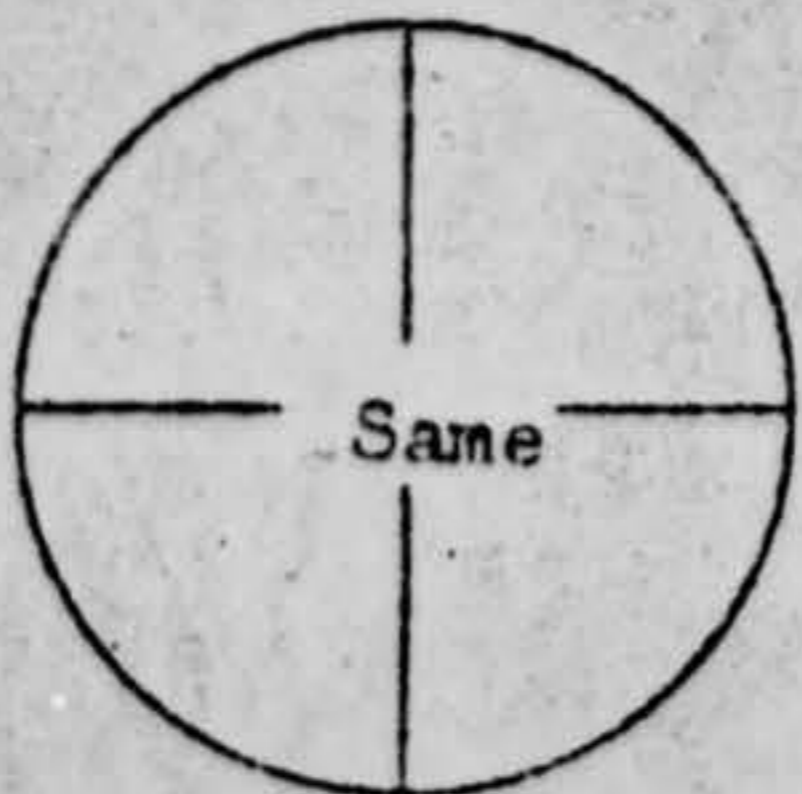
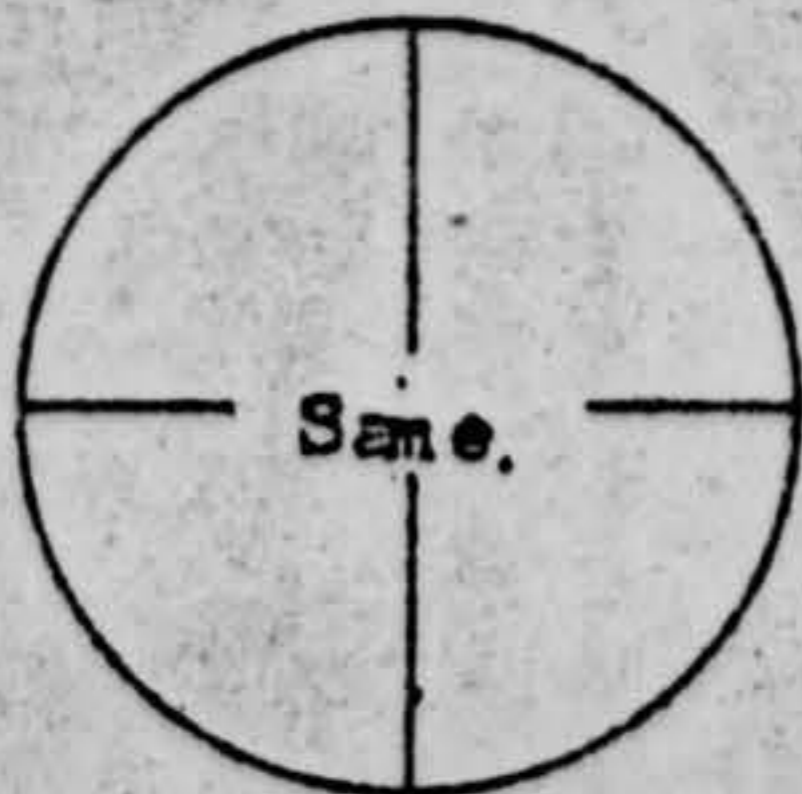
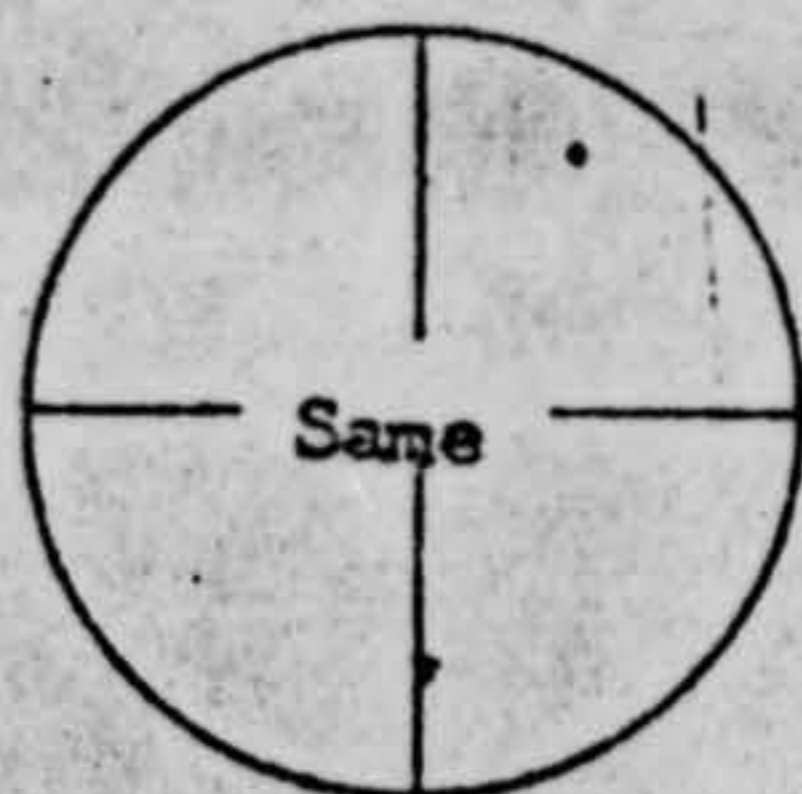
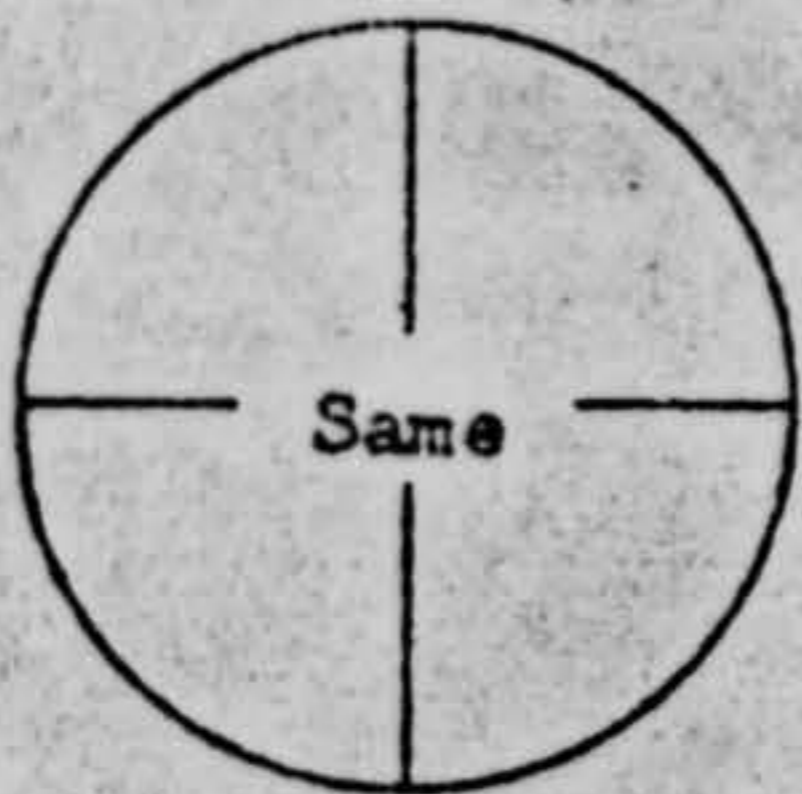
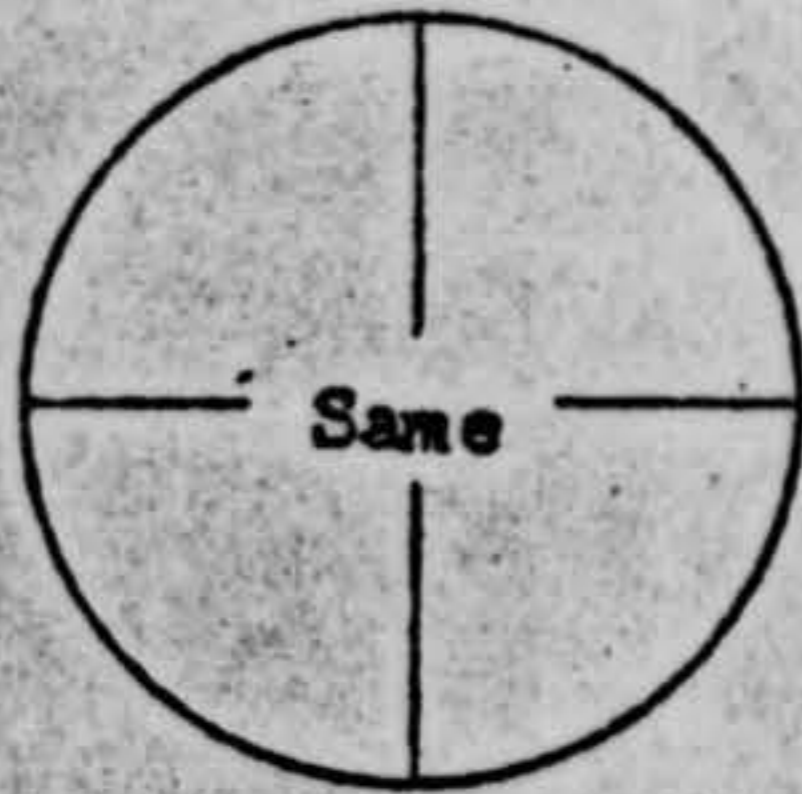
HIGH
LOW
LEVEL

(Circle one)

HIGH
LOW
LEVEL

(Circle one)

HIGH
LOW
LEVEL



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46. Please give a brief narrative account of sighting and any other additional data or comments.

THE GCI SITE CALLED US TO FIND OUT IF WE HAD IT IN SIGHT. WE DID NOT AT THAT TIME BUT PICKED IT UP IN A FEW SECONDS. IT APPEARED AS DESCRIBED AND SEEMED TO BE SLIGHTLY ABOVE US, RANGE UNKNOWN. IT HELD THE SAME RELATIVE POSITION FOR ABOUT 5 MIN, THEN APPEARED TO MOVE IN A SOUTHERLY DIRECTION AND EVENTUALLY FARED OUT OF SIGHT. I WOULD HAVE ASSUMED IT TO BE A PLANET IF IT HAD NOT BEEN FOR THE RED + GREEN LIGHTS APPEARING IN IT.

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DECLASSIFIED AFTER 12 YEARS.
DOD DEB 2000.10

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Document Log #

59-1412 59-1436

7. Please give the following information about yourself:

UNCLASSIFIED

NAME [REDACTED] [REDACTED] [REDACTED]
 Last Name First Name Middle Name

ADDRESS [REDACTED] ELLSWORTH AFB --- SD DAK
 Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? COPILOT - B-52

Age 28 Sex MALE

Please indicate any special educational training that you have had.

- a. Grade School YES
- b. High School YES
- c. College YES (USMA)
- d. Post graduate _____
- e. Technical School _____
(Type) _____
- f. Flying School PILOT + NAVIGATOR
- g. Other special training _____

48. Date you completed this questionnaire?:

31 MAR 1959
 Day Month Year

DOWNGRADED AT 3 YEAR INTERVALS:
 DECLASSIFIED AFTER
 DDJ DIE 2200.12

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 Document Log 59-1612-59-1436

47. Please give the following information about yourself:

UNCLASSIFIED

NAME [REDACTED] [REDACTED] [REDACTED]
Last Name First Name Middle Name

ADDRESS [REDACTED] ELLSWORTH AFB --- SD DAK
Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? COPILOT - B-52

Age 29 Sex MALE

Please indicate any special educational training that you have had.

- a. Grade School YES
- b. High School YES
- c. College YES (USMA)
- d. Post graduate _____
- e. Technical School _____
(Type) _____
- f. Flying School PILOT + NAVIGATOR
- g. Other special training _____

48. Date you completed this questionnaire:

31 MAR 1959
Day Month Year

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER
DDI DIE 2000

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1006TH AISS Classified
Document Log 59-1612 59-7436

5. Aircraft identification

UNCLASSIFIED

6. Flight Data

a. Type aircraft B-52 D

b. Serial No. 56-687

c. Home Station ELLSWORTH AFB

a. Heading 010°

Mag True Compass

b. Ind. Altitude 31000

c. Ind. Airspeed 241

Knots MPH

7. Was an attempt to detect the object on airborne radar made? (Circle one)

Yes

No

No Radar

Radar inoperative

a. If YES, describe: _____

8. Was an intercept attempted? (Circle one)

Yes

No

9. Were photographs taken? (Circle one)

Yes

No

10. Were any other aircraft seen in the area? (Circle one)

Yes

No

a. If YES, was any attempt made to contact them? Comments: _____

11. Were any nearby ground stations contacted during or soon after the sighting?

(Circle one)

Yes

No

Comments: _____

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UNCLASSIFIED

12. Were any unusual disturbances noted on the compass or radio?

(Circle one)

Yes

No

Comments: _____

13. Was any turbulence noted?

(Circle one)

Yes

No

Comments: _____

14. Estimate how long you saw the object.

00

Hours

15

Minutes

00

Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain

b. Fairly certain

c. Not very sure

d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses

Yes

No

b. Sun glasses

Yes

No

c. Other _____

No

16. What was the condition of the sky? (Circle one)

a. Bright daylight

d. Just a trace of daylight

b. Dull daylight

e. No trace of daylight

c. Bright twilight

f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you

d. To your left

b. In back of you

e. Overhead

c. To your right

f. Don't remember

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2026TH AISS Classified

511430
59-1612

37th Air Division 17 March 1959, and requested the radar film be forwarded to the ATIC for analysis. Major Bott arranged for the film to be air mailed to the ATIC. This film should arrive Thursday, 19 March 1959.

3. Contacted Lt. Machyowsky, Det. 7, 1006th AISS, 17 March 1959. The purpose of this telephone call was to obtain any late developments in the case and to outline specific information required by the ATIC.

- a. Organization of B-52's and home station.
- b. Interview crews at the radar sites.
- c. Check area for any known flights of B-58's and F-104's.
- d. Request telephone contact with ATIC to report any important developments.
- e. Request an information copy of the final report be forwarded direct to the ATIC.

4. Contacted the Aeronautical Accessories Laboratory, WCLEE, Mr. R. K. Davis, Cargo Operations, WCTOC, Capt. Reschke and Mr. Paul Greenly of the Grimes Light Company, Urbana, Ohio, 17 March 1959, concerning aircraft lights called the "United Airlines Lights". These lights could possibly account for the rotating red and green lights reported.

5. Contacted the B-58 Weapon Systems Project Office to check on B-58 flights. This office has records of all B-58 flights and none were made in the area of the UFO sighting.

6. Called Major Tacker, SAFIS-3, and Captain Copas, AFCIN-1A1, advising them of the status of the investigation, 16 and 17 March 1959.

7. Forwarded the radar scope film and the AF-112 on this case to AFCIN-4E1 for analysis.

8. Briefed Col. Erickson and Col. Glaser on the status.

C. Facts for Analysis

1. The "United Airlines Light" was designed with a view toward eliminating the rotating red beacon. The lights are located on the wing tips and vertical stabilizer (red left wing, green right wing and white on the vertical stabilizer). These lights are high intensity lights, having 100 watt lamps. The lights have oscillating aluminum reflectors which swing each light through 160 degrees of arc in the horizontal plane, wing lights from the nose back and the

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18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
- b. A few
- c. Many
- d. Don't remember

MOON (Circle one)

- a. Bright moon light
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes
- b. No
- c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)?
- b. Several blocks away?
- c. A block away?
- d. Several yards away?
- e. Other _____

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear
- b. Overcast
- c. Undercast
- d. Above scattered clouds
- e. Below scattered clouds
- f. Through scattered clouds
- g. Other _____

23. Did the object appear: (Circle one)

- a. Solid?
- b. Transparent?
- c. Don't know.

D APPEARED AS A LIGHT

DOWNGRADED AT 5 YEAR INTERVALS
EXCEPT WHERE SHOWN OTHERWISE

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100TH AISS Classified

DO NOT DISSEMINATE

59-1612 57-17-0



24. Did the objects:

UNCLASSIFIED (Circle one for each question)

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. CLOUDS CAME BETWEEN US AND THE OBJECT WHEN LAST SEEN

26. Did the object move in front of something at anytime, particularly a cloud?

(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)

- a. Fussy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember
- e. Other _____

28. Describe in a few words the color of the object. ROTATING RED AND GREEN THEN CHANGED TO RED AND WHITE

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. ROUND feet. DIAMETER UNKNOWN

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DOWNGRADED AT [unclear] DECLASSIFIED [unclear]



1006TH AISS Classified Document Log # 57-7436

59-1612

30. Do you think you can estimate the speed of the object?

(Circle one) Yes, No

If you answered YES, then what speed would you estimate? _____ MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

If you answered YES, then how far away would you say it was? MORE THAN FIVE MILES feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 270 degrees.

32.2 When it disappeared: 230 degrees.

33. If there was more than one object, then how many were there? ONLY ONE ?

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half Dollar
- g. Silver Dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

UNCLASSIFIED

36. How did the object or objects disappear from view?

BEHIND A CLOUD

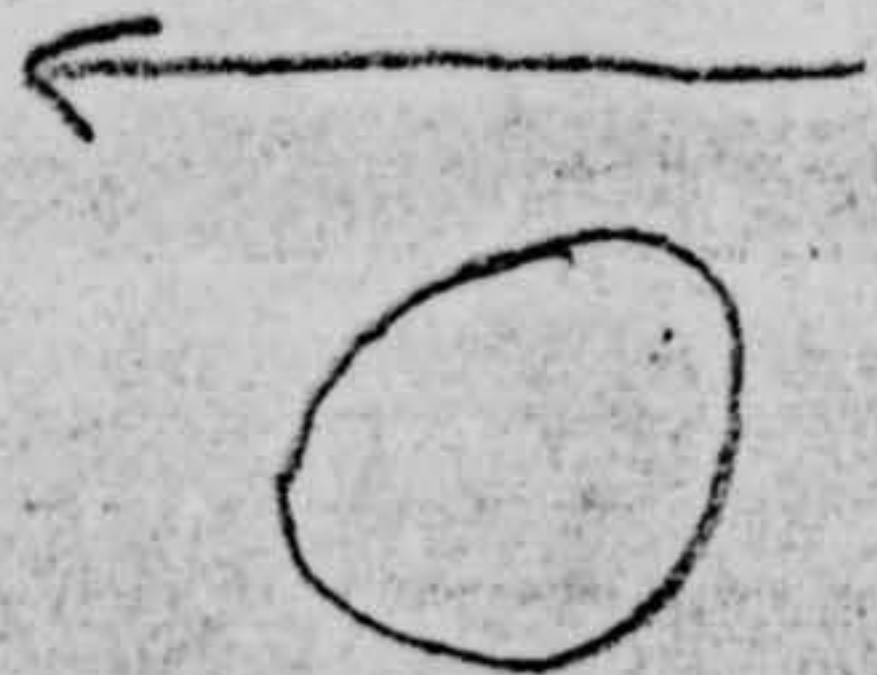
37. What direction were you looking when you first saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

38. What direction were you looking when you last saw the object? (Circle one)

- a. North
- b. Northeast
- c. East
- d. Southeast
- e. South
- f. Southwest
- g. West
- h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



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DOD DIB 5009.10

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59-1612

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

ROTATING BEACON FROM AN AIR PLANE

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

IT MAY HAVE BEEN A PLANET LOW IN THE SKY AND NORTHERN LIGHTS CAUSING THE COLOR CHANGE

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DECLASSIFIED AT 3 YEAR INTERVALS

DCR DIR-36910

100-108-108 Classified

Document Log 157-1131

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Page nine

4. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

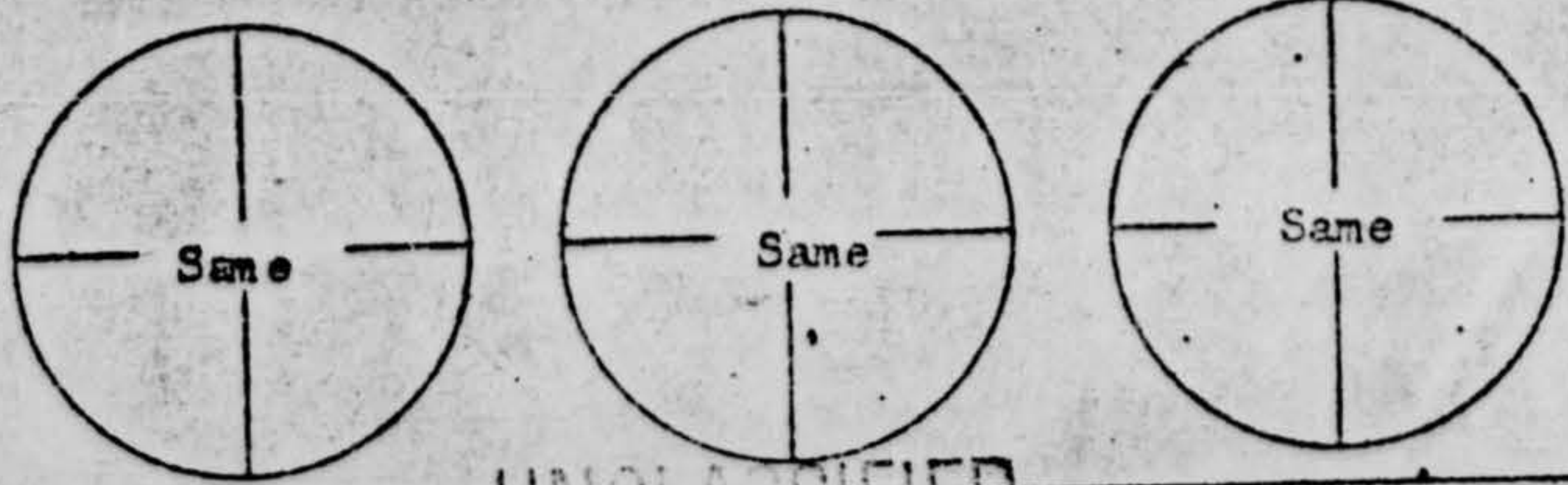
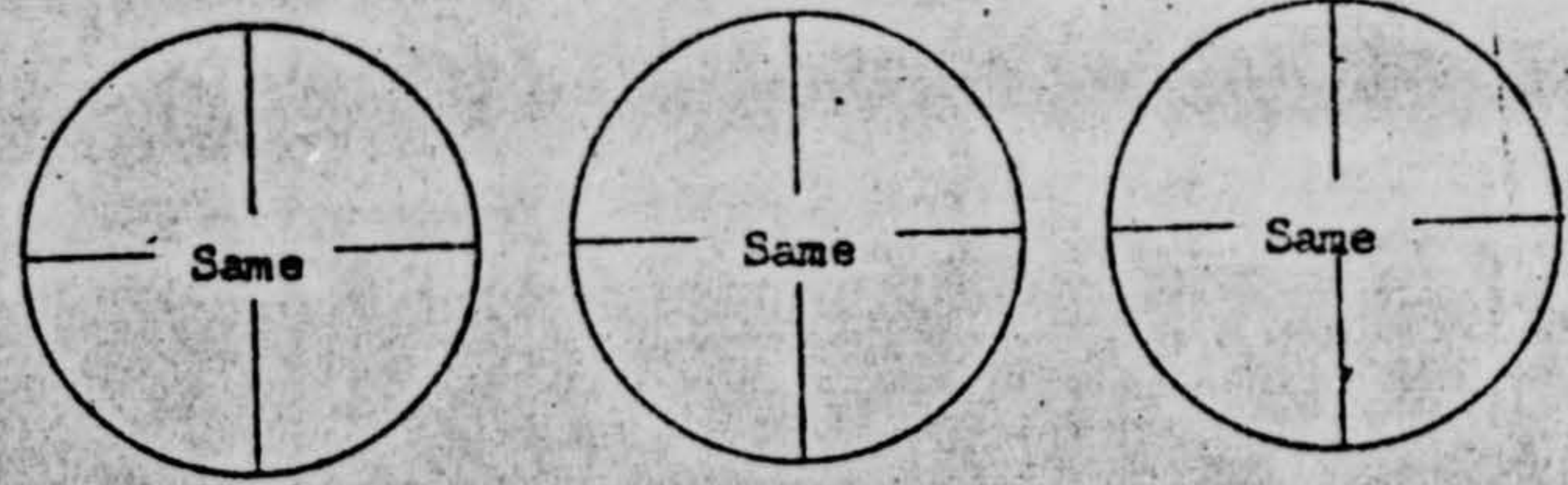
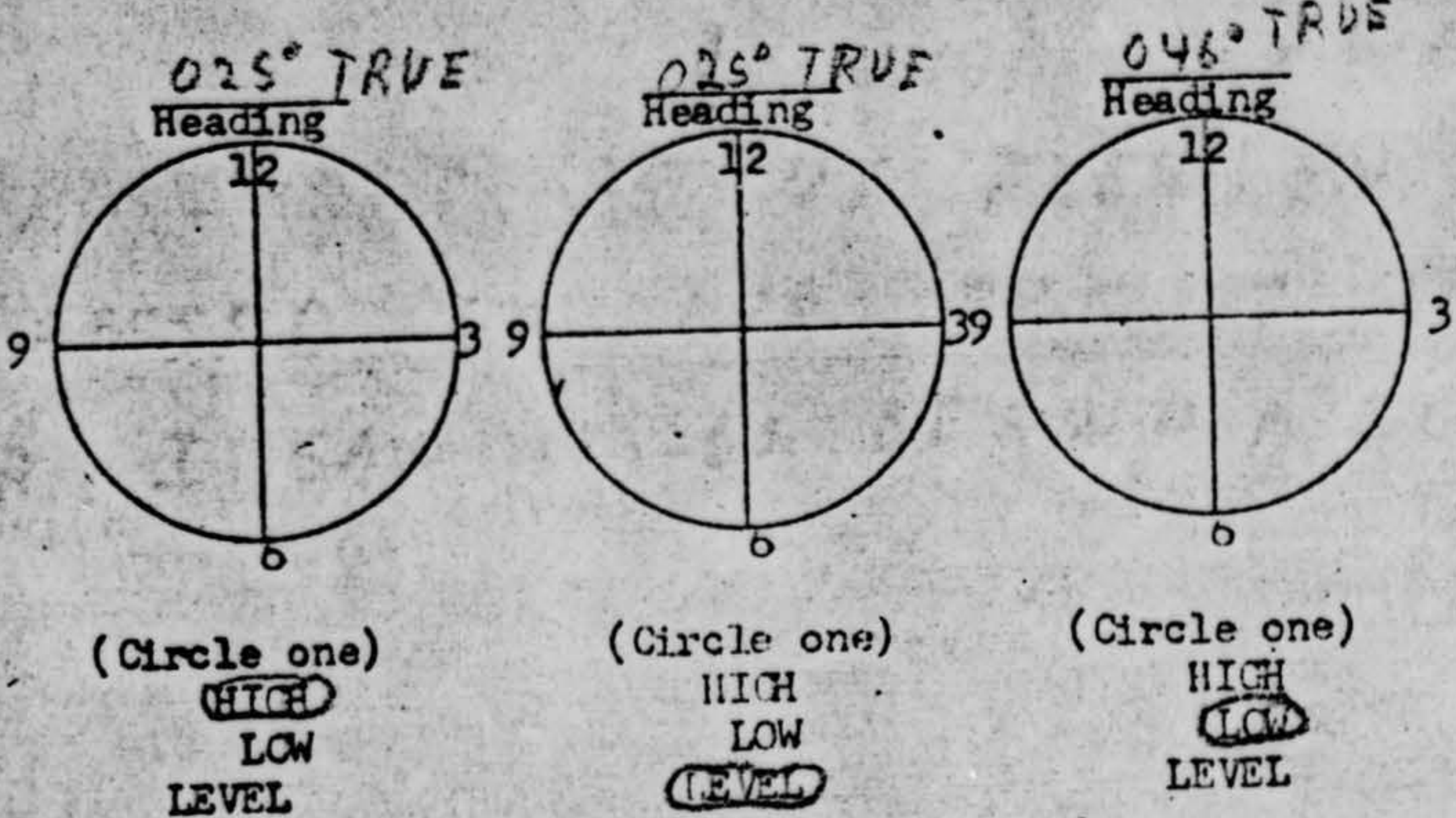
If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
E.O. 11652

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59-1812

15. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



46. Please give a brief narrative account of sighting and any other additional data or comments.

GCI ASKED IF WE SAW SOMETHING
PILOTS SPOTTED IT FIRST FORWARD
OF AIRCRAFT. AS WE FLEW ON IT
WE PASSED IT AND LEFT IT TO OUR
REAR. I SAW IT GO BEHIND A CLOUD.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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47. Please give the following information about yourself:

UNCLASSIFIED

NAME [REDACTED] [REDACTED] [REDACTED]
 Last Name First Name Middle Name

ADDRESS [REDACTED] [REDACTED] [REDACTED] SD DAKOTA
 Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? TAIL GUNNER

Age 27 Sex MALE

Please indicate any special educational training that you have had.

- a. Grade School YES
- b. High School YES
- c. College SOME
- d. Post graduate _____
- e. Technical School YES
(Type) ELET
- f. Flying School _____
- g. Other special training _____
GUNNERY SCHOOL

48. Date you completed this questionnaire:

1 APRIL 1959
 Day Month Year

DOWNGRADED AT 3-YEAR INTERVALS.
 DECLASSIFIED AFTER 12 YEARS
 DATE 1-17-2000

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 Document Log # 59-1434
59-1612

UNCLASSIFIED

29 Jan 69

AIRBORNE OBSERVER'S DATA SHEET

This questionnaire has been prepared so that you can give the U.S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. Date observation was made:

14 MAR 1959
Day Month Year

2. Time observation was made:

Time Zone Daylight Saving
 Standard
or 0250 Z (GMT)

3. Exact location of aircraft when the observation was first made:

48 04N 93 45W
Coordinates

4. Crew members who made the observation. (List each name)

NAME	RANK	CREW POSITION
[REDACTED]	L/COL	IP
[REDACTED]	CAPT	1A/C
[REDACTED]	1LT	P
[REDACTED]	A/C	E

AI SOP # 2
(19 Sep 56)

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DECLASSIFY AFTER 12 YEARS.
E.O. 11652, 11650, 11644

1000TH AISS Classified
Document Log # 59-1612

17 March 1959

MEMORANDUM FOR RECORD

SUBJECT: UFO Sighting, Duluth Minnesota Area, 13 March 1959

A. Report

1. On 13 March 1959, at 0020Z and on 14 March at 0220Z, an UFO was sighted in the Duluth, Minnesota area. These sightings were reported as both visual and radar by airborne military witnesses (two F94's) on the 13th and two B-52's and two F-102's on the 14th, and radar only on both days from military ground stations. The object was described by different witnesses as follows:

B-52 and F-102 - round
B-52 - tube shaped
F-102 - concentric

The color of the object as reported ranged orange, red, white and green with rotating red and green lights top and bottom. Only one object was reported; it having a high speed straight flight path, and it disappeared by fading from sight.

2. All witnesses agree that the object was approximately 300 degrees magnetic.

3. The F-102's which were ordered to investigate headed toward the object at Mach 0.96 at 31,000 feet without notice of closure.

4. Weather at the time of the sighting was reported as clear with visibility 15 / miles.

5. This report arrived at the ATIC on 14 March 1959, and the Duty Officer (Lt. Hamilton) contacted Major Friend of AFCIN-4E4g (UFO Project Officer).

13-14 March 1959
X
13-14 March 1959

Director
Assistant Director
Chief of Staff
Administrative Services Branch
Maintenance
Medical
Missiles
Operations
Training
Records Management
Security

B. Actions

1. On 14 March 1959, contact was made with Capt. Kennedy of the 1006th AISS requesting investigation of this sighting.

2. Contacted Capt. Stull, Operations Officer of the 707th AC&W Squadron, 16 March 1959, concerning some radar film made by this organization during the time of the UFO sighting. This film was made for the Rand Corporation in support of a program on radar interference. Capt. Stull advised he could not release the film without authority from the 37th Air Division. Contacted Major Bott of the

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5. Aircraft identification

a. Type aircraft B-52D

b. Serial No. 56-687

c. Home Station EAFB S.D.

6. Flight Data

a. Heading 010

Mag True Compass

b. Ind. Altitude 31000

c. Ind. Airspeed 247

Knots MPH

7. Was an attempt to detect the object on airborne radar made? (Circle one)

Yes No No Radar Radar inoperative

a. If YES, describe: _____

8. Was an intercept attempted? (Circle one) Yes No

9. Were photographs taken? (Circle one) Yes No

10. Were any other aircraft seen in the area? (Circle one) Yes No

a. If YES, was any attempt made to contact them? Comments: _____

11. Were any nearby ground stations contacted during or soon after the sighting?

(Circle one) Yes No Comments: _____

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DECLASSIFY ON: 12 YEARS
EOP DIR 5800.10

1006TH AISS Classified
Document Log # 59-1612

12. Were any unusual disturbances noted on the compass or radio?

(Circle one) Yes No Comments: _____

13. Was any turbulence noted? (Circle one) Yes No

Comments: _____

14. Estimate how long you saw the object. 00 Hours 15 Minutes 00 Seconds

Circle one of the following to indicate how certain you are of your answer to Question 14.

a. Certain b. Fairly certain c. Not very sure d. Just a guess

15. Did you observe the object through any of the following?

a. Eyeglasses Yes No
b. Sun glasses Yes No
c. Other _____

16. What was the condition of the sky? (Circle one)

a. Bright daylight d. Just a trace of daylight
b. Dull daylight e. No trace of daylight
c. Bright twilight f. Don't remember

17. If you saw the object during daylight, twilight, or dawn, where was the sun located as you looked at the object? (Circle one)

a. In front of you d. To your left
b. In back of you e. Overhead
c. To your right

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1006TH FSS Don't remember
Classified
Document Log

59-1612

18. If you saw the object at night, twilight, or dawn, what did you notice concerning the stars and moon?

STARS (Circle one)

- a. None
 b. A few
 c. Many
 d. Don't remember

MOON (Circle one)

- a. Bright moon light
 b. Dull moonlight
 c. No moonlight — pitch dark
 d. Don't remember

19. Was the object brighter than the background of the sky? (Circle one)

- a. Yes b. No c. Don't remember

20. If it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight? (Circle one)

- a. A mile or more away (a distant car)? b. Several blocks away?
 c. A block away? d. Several yards away? e. Other _____

21. What were the wind conditions at the time you saw the object? (Circle one)

- a. No wind b. Slight breeze c. Strong wind d. Don't remember

22. What type of cloud cover were you flying through at the time you saw the object? (Circle one)

- a. Clear b. Overcast c. Undercast
 d. Above scattered clouds e. Below scattered clouds
 f. Through scattered clouds g. Other _____

23. Did the object appear: (Circle one)

- a. Solid?
 b. Transparent?
 c. Don't know.

d. BRIGHT LIGHT

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Document Log #

59-1617

24. Did the object: (Circle one for each question)

- a. Appear to stand still at any time? Yes No Don't know
- b. Suddenly speed up and rush away at any time. Yes No Don't know
- c. Break up into parts or explode? Yes No Don't know
- d. Give off smoke? Yes No Don't know
- e. Change brightness? Yes No Don't know
- f. Change shape? Yes No Don't know
- g. Flicker, throb, or pulsate? Yes No Don't know

25. Did the object move behind something at anytime, particularly a cloud?
(Circle one) Yes No Don't know. If you answered YES, then tell what it moved behind. _____

26. Did the object move in front of something at anytime, particularly a cloud?
(Circle one) Yes No Don't know. If you answered YES, then tell what it moved in front of. _____

27. The edges of the object were: (Circle one)
a. Fuzzy or blurred b. Like a bright star c. Sharply outlined
d. Don't remember e. Other _____

28. Describe in a few words the color of the object. WHITE
FLASHING RED + GREEN, BUT NOT
REGULAR

29. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.
LOOKED LIKE BRIGHT
STAR.

30. Do you think you can estimate the speed of the object?

(Circle one) Yes No

If you answered YES, then what speed would you estimate? _____ MPH.

31. Do you think you can estimate how far away from you the object was?

(Circle one) Yes No

AT ONE TIME LOOKED LIKE 20 MILES

If you answered YES, then how far away would you say it was? _____ feet.

32. Try to estimate the number of degrees the object was from true North (Azimuth).

32.1 When it first appeared: 270 degrees.

32.2 When it disappeared: 230 degrees.

33. If there was more than one object, then how many were there? ONLY ONE

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

34. How large did the object or objects appear as compared with one of the following objects held in the hand and at arm's length? (Circle one)

- | | | |
|---|------------------|----------------|
| a. Head of a pin | e. Quarter | i. Grapefruit |
| <input checked="" type="radio"/> b. Pea | f. Half Dollar | j. Basketball |
| c. Dime | g. Silver Dollar | k. Other _____ |
| d. Nickel | h. Baseball | _____ |

35. Circle one of the following to indicate how certain you are of your answer to Question 34.

- a. Certain b. Fairly certain c. Not very sure d. Uncertain

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36. How did the object or objects disappear from view?

DID NOT OBSERVE AT TIME
IT DISAPPEARED DUE TO MY
POSITION IN AIRCRAFT

37. What direction were you looking when you first saw the object? (Circle one)

- a. North c. East e. South g. West
- b. Northeast d. Southeast f. Southwest h. Northwest

38. What direction were you looking when you last saw the object? (Circle one)

- a. North c. East e. South g. West
- b. Northeast d. Southeast f. Southwest h. Northwest

39. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



40. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



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Page eight

41. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

WHITE LIGHT - CHANGING
TO RED & GREEN LIKE ROTATING
BEACON BUT IRREGULAR IN
SPEED OF CHANGE.

42. Was this the first time that you had seen an object or objects like this?

(Circle one) Yes No If you answered no, then when, where, and under what circumstances did you see other ones? _____

43. In your opinion what do you think the object was and what might have caused it?

BELIEVE IT WAS A PLANET
OF UNUSUAL BRIGHTNESS WITH
CHANGE OF COLORS CAUSED
BY ATMOSPHERIC CONDITIONS.

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UNCLASSIFIED AFTER 12 YEARS
DOD 1000110

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Document Log # 1725
52-1612

If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 8820.10

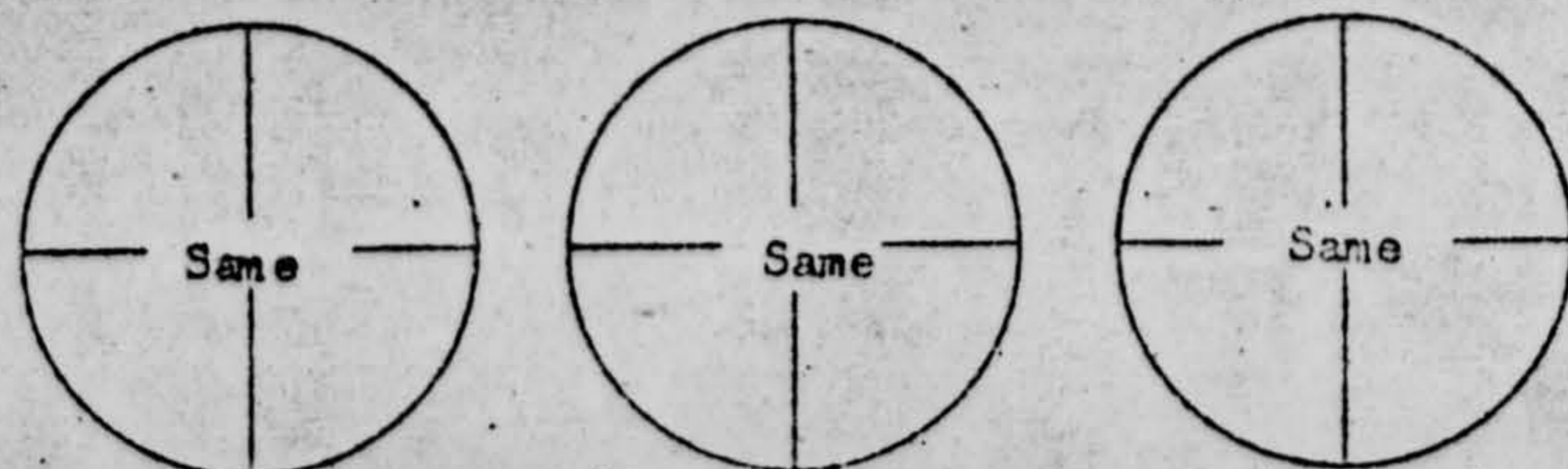
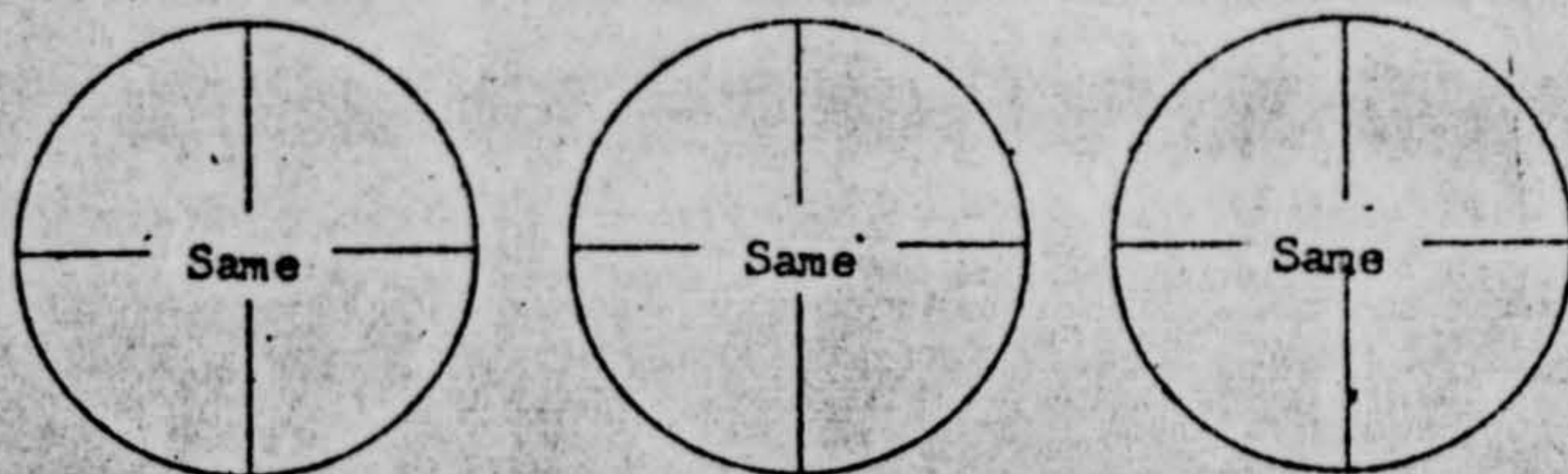
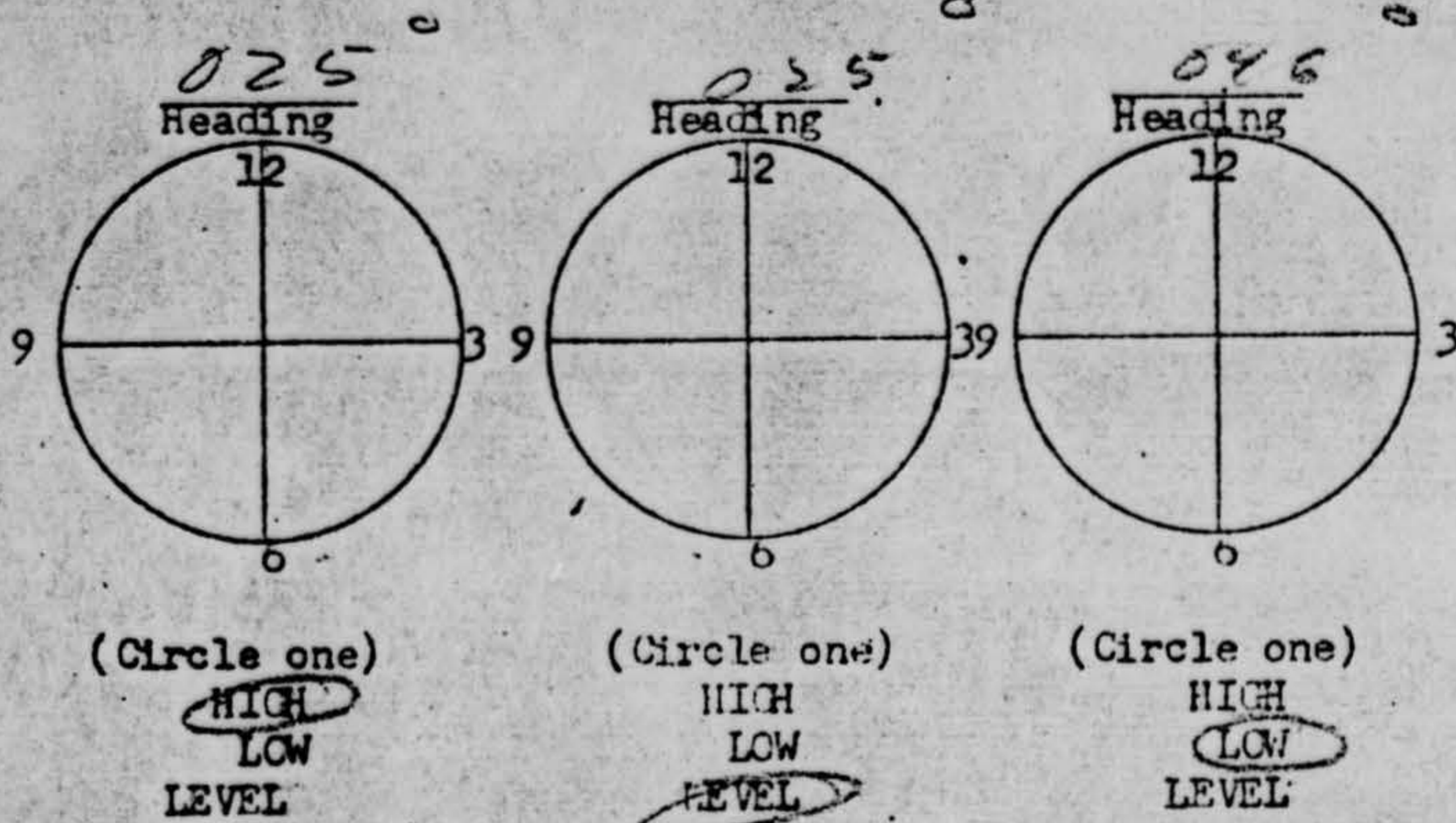
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1006TH MISS

Document Log #

59-1412

15. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



46. Please give a brief narrative account of sighting and any other additional data or comments.

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 10 YEARS
DATE 02-28-10

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Document Log # ~~57-1612~~
57-1612

ATIC

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44/202

ATIC

NNNNN

RC204

DCZCSQD94SZCNGA118

WJ

PP RJEDSQ

DE RJEDNG 53

P 132245Z

FM COMDR 31ST ADIV DEF SNELLING AFS

TO RJWFAL/COMDR ADC

RJEDAH/COMDR 37TH ADIV DEF

RJEDSQ/COMDR AIR TECH INTELCENTER WRIGHT PAT

RJWFKFA/COMDR 22TH ADIV DEF

RJVZGU/COMDR 29TH ADJ DEF MALMSTROM AFB

RJEZHQ/COMDR ASST CHIEF OF STAFF INTEL HQ USAF

RJEZHQ/OFFICE OF INFO SVS HQ USAF

BT

UNCLAS FROM ODI 59-5

UFO REPORT: ITEM A1: UNKNOWN. ITEM A2: UNKNOWN. ITEM A3: UNKNOWN.
 ITEM A4: MINIMUM OF 1, MAXIMUM OF 8 (MORE THAN 1 SIGHTING). ITEM A5:
 V FORMATION OF EIGHT. ITEM A6: NOT APPLICABLE. ITEM A7: TWO CON-
 TRAILS SEEN BY FLIGHT OF 3 F-94C'S. ONE CONTRAIL SEEN BY LONE F-102.
 ITEM A8: NONE. ITEM B: UNKNOWN BROKE BETWEEN SCHEDULED INTERCEPT
 (INTERCEPTOR AND KNOWN TARGET). PICKED UP BY GROUND RADAR SHORTLY
 AFTERWARD. ITEM B2: (BY GROUND RADAR HRI). 310 DEG FROM FKPC4530
 AT 11,000 FT. ELEVATION UNKNOWN DUE TO INOPERATIVE EQUIPMENT.
 ITEM B3: UNKNOWN. ITEM B4: ERRATIC AND HIGH SPEED. ITEM B5:

PAGE TWO RJEDNG 53

HIGH SPEED DEPARTURE OF AREA. ITEM B6: BETWEEN 2110Z AND 2300Z,

ON 13 MAR 59. ITEM C1: GROUND ELECTRONIC SPS-20 (STARBUCK).

17. Please give the following information about yourself:

NAME [REDACTED] [REDACTED] [REDACTED]
Last Name First Name Middle Name

ADDRESS [REDACTED] ELLSWORTH AFB S.D.
Street City Zone State

TELEPHONE NUMBER [REDACTED]

What is your present job? PILOT

Age 43 Sex M

Please indicate any special educational training that you have had.

- a. Grade School
- b. High School
- c. College _____
- d. Post graduate _____
- e. Technical School _____
- (Type) _____
- f. Flying School
- g. Other special training _____

48. Date you completed this questionnaire:

1 APRIL 59
Day Month Year

DOWNGRADED AT 3 1/2 P.M. JANUARY 1985.
DECLASSIFIED BY SP-10 JMS
FOR DIA USE

UNCLASSIFIED

Incl #1

1006TH AISS Classified
Document Log 57-1612

UFO SIGHTING, DULUTH, MINNESOTA
13 March 1959

On 13 March 1959, at 0020Z, and on 14 March at 0220Z, an unidentified flying object was sighted from the Duluth, Minnesota area. The object was reported to have been observed both visually and on radar by military personnel from both aerial and ground vantage points. The color of the object, as reported by the witnesses, was red, orange, green or white. The shape was reported as tubular or round. Only one object was reported; it having a speed that allowed it to keep pace with the aircraft, and at times appeared to be rushing toward or away from the witnesses. All witnesses agreed that the object remained at a magnetic bearing of approximately 300° and disappeared by fading from sight.

Two of the airborne witnesses were pilots of F-102 interceptors. These pilots attempted an intercept but were never able to close on the object.

The radar targets were reported to have been both sharp and fuzzy contacts. Some operators indicated that the contact was broken by the object suddenly fading and others indicated that the object suddenly rushed away at speeds too fast for aircraft. The radar observers reported that they locked on to the objects for short periods (ten seconds to one minute) several times during the period, and the object was usually at a different location. Radar film from the ground stations was forwarded to FTD and analyzed as the phenomenon known as "Angels."

The sighting period, for both the radar and visual sightings, was reported to have lasted 30 minutes. No sightings were reported to have lasted continuously for the entire 30 minute period.

The weather during the period was reported as clear, visibility 15/4, and the temperatures ranged from a high of 35°F to a low of 27°F. Winds were WNW from 10-15 knots.

The visual sightings were due to the misidentification of the planet Venus. The azimuth of the planet at the time of the sighting coincided with that reported for the UFO. Atmospheric refraction of the planet was a contributing factor.

100511

AFCIN-482x

UFO Sightings

13 March 1961

Dr Donald H. Menzel
Harvard College Observatory
Cambridge 38, Massachusetts

1. Here are two radar-visual sightings from the AFIC files. I have been unable to locate the Caribbean sighting which you mentioned in your letter of 17 February, but I am still looking and will forward you the information if it is found. If you have a date for this sighting it would help, for the locator file is by date or location.
2. The AFIC file does not contain any information on the Fred M. Johnson sighting referred to in your letter of 20 February.
3. Sorry to have taken so long, but we are in limited operation due to being reallocated.
4. I am glad to hear of the progress which you and Mrs Boyd are making with the book. I certainly wish you the best of luck and am looking forward to reading it. My sincere regards to Mrs Boyd.

Sincerely,

ROBERT J. FRIEND
Major, USAF
Chief, Aerial Phenomena Group

2 Atch
1. Cy UFO Sighting, 6 May 60
2. Summary of UFO Sighting,
Duluth, Minn, 13 Mar 59

Venus as an Evening Star

In the spring of 1959 Venus again, this time in the evening, caused reports of flying saucers. At 6:20 P.M. on March 13, a clear evening with visibility of about fifteen miles, an unidentified flying object was sighted in the western sky near Duluth, Minnesota [1]. Witnesses described its shape as tubular or round and its color as red, orange, green, or white. Two interceptors of the Air Defense Command were scrambled to investigate and headed for the object at top speeds, but they could get no closer and eventually gave up the chase and landed. Military personnel at ground stations and in the air observed the object visually and picked up radar returns; it disappeared, after about thirty minutes, by fading from sight. Although this spectacular unknown had seemed to keep pace with the aircraft, at times rushing toward the planes on a collision course and at other times reversing direction and racing away, all witnesses agreed that the object had remained at a magnetic bearing of approximately 300 degrees.

The radar screen at the ground station had been photographed and the film was forwarded to ATIC at Dayton. Analysis showed that the echoes had not come from a real target but were "angels" caused by interference (see *Chapter VIII*). Some operators reported sharp contacts, others reported fuzzy; on some sets the target faded suddenly, on others it rushed off the scope at incredible speeds. Contact was intermittent, for short periods of from ten seconds to a minute, and each new contact gave a different position for the target.

At the time of the sighting Venus was just on the western horizon, at the same position occupied by the unknown, and probably would have been invisible except for the refraction by the earth's atmosphere. Layers of air with different temperatures had produced the apparent motion and changes in color. The object had maintained the same size and relative position during the entire period of observation; it disappeared by fading from sight, sinking farther below the horizon. The following night, under similar atmospheric conditions, the object reappeared in the same position. The unknown was positively identified as Venus.

This case includes three (3) pages of
photocopied narrative.

At Duluth, Minnesota, in March, it's dark by five o'clock in the evening. It's cold. The temperature hovers around zero and it's so clear you have a feeling you can almost reach up and touch the stars.

It was this kind of a night on March 13, 1959, and as the officers and men of the Air Defense Command fighter squadron at the Duluth Municipal Airport moved, they shuffled along slowly because the heavy parkas and arctic clothing they wore were heavy.

That came the UFO report and things speeded up.

At 5:20 p.m., exactly, the operations officer noted the time, word came in over the comm line that someone had sighted an unidentified flying object off to the north. Word flashed around the squadron and as people rushed out of buildings to look they were joined by those already outside.

And there it was: big, round and bright, and it was moving at high speed. Some observers thought it was "greenish," others "reddish," but it was something and it was there.

The bearing was 300 degrees from the base.

It was an awesome sight and it became even more awesome when a quick call to an adjacent radar site brought back the word that they had just picked up a target on a bearing of 300 degrees

EXTRACT FROM PULBERT'S BOOK

from the air base. They were tracking it and taking scope photos.

In the alert hanger, the two pilots standing the alert had been listening to a running account of the sighting so when the scramble bell rang they took off for their airplanes like a couple of sprinters.

As the two big alert hanger doors swung up the whining screech of the jet starters, followed by thudoe of the engines, filled the airfield. The atmosphere around the Duluth Municipal Airport was close akin to Santa Anita the instant the starting gates open.

I've been around when jet interceptors scramble and you can taste the tension with your finger.

As the people on the ground watched they could first see the flames of the jet's afterburner disappear into the night. Then the jet's navigation lights faded out on a bearing of 300 degrees.

At the radar site they still had the target and there were many excited people watching the big pale, orange scopes as two little bright points of light began to close on a bigger blob of light.

Then the pilots gave the "ally-ho"—they were in visual contact.

But the "ally-ho" had no more been given than the big blob of light on the target began to pull away from the fighters and was soon off the scopes.

The pilots kept visual contact, though, and the radio provided the details of the chase to the now blind crew in the radar room.

The two jets bored north, with afterburneron, and the needles on their machmeters passed the "1.0" mark. But still the UFO was just as far away as it had ever been.

The chase went on for a few minutes more before the pilots pulled their throttles back into the cruise position, turned, and came home.

Even before they landed, the people at the airbase saw the big, round and bright UFO rapidly begin to fade and then it was gone.

So ended the glamour and the dog work began.

Each man who had seen the UFO visually was carefully interrogated. Weather reports were collected. Radar scope photos were developed. The two pilots received special attention. The exact bearing of the UFO was measured and 300 degrees magnetic was correct.

The bundle of data was packed up and sent to Project Blue Book. The panel of experts convened.

First, the radar scope photos were examined.

"Those targets could be interference from other radars," said the radar expert, and he mentally ticked off a dozen and one other similar cases of known interference. The weather data, and locations and frequencies of other radars were checked out.

Beyond doubt it was interference from another radar that caused the target.

Now, the visual sighting.

Balloons? No, the fighters could have caught a balloon in seconds.

Airplane? Same answer. These jets were the fastest things in the air.

Planet or star? Out came the almanacs and the puzzle went to the astrophysicist. Venus was on a bearing of 300 degrees from the Duluth Municipal Airport at 5:20 p.m. on March 23rd. But Venus was just below the horizon at that time and the observers said the UFO was "moving fast."

Once again the weather charts were studied. The atmospheric conditions were such that it was very possible that due to refraction Venus would have been visible just on the horizon. The fact that the UFO faded so fast would bear this out because the conditions for such refraction are critical and a slight change in atmospheric conditions could easily have caused the planet to disappear.

The speed--a common illusion. Further interrogation of the observers showed it had never moved.

So, the history of the UFO is almost brought up to date.

CLASSIFICATION

UNCLASSIFIED

COUNTRY OF ACTIVITY REPORTING USA	REPORT NO. D7-UFOB-2-59	(Leave blank)
AIR INTELLIGENCE INFORMATION REPORT		
COUNTRY OR AREA REPORT CONCERNS DULUTH, FINLAND, MINNESOTA	DATE OF INFORMATION 13 March 1959	
ACTIVITY SUBMITTING REPORT Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minnesota	DATE OF COLLECTION 14 - 18 March 1959	SRI STATUS (If applicable)
PREPARING INDIVIDUAL JOSEPH S. SVAHULA, MSGT, USAF	DATE OF REPORT 6 April 1959	SRI NO. CANCELED/COMPLETE
NAME OR DESCRIPTION OF SOURCE 2ND LT. JOHN J. MURPHEY and others	EVALUATION F-6	SRI NO. CANCELED/INCOMPLETE
REFERENCES (RAIR Subject, previous reports, etc., as applicable)		ACTIVE
TT 756 AC&WRON OPS 13-C-7; D7-UFOB-1-59		ADDITIONAL INFORMATION ON (Date)
SUBJECT (Descriptive title. Use individual reports for separate subjects)		
UNIDENTIFIED FLYING OBJECT		
SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)		
<p>I. CONTENTS:</p> <p>PART ONE: Description of sighting by 2nd Lt. John J. Murphey, USAF, Controller at 756th AC&WRON, FINLAND, Minnesota</p> <p>PART TWO: Description of sighting by A/2C James R. Pyszka, AF 17485091, Intercept Control Technician, 756th AC&WRON, FINLAND, Minnesota</p> <p>PART THREE: Description of sighting by 1st Lt. Owen L. Schwatka, AO 3058061, USAF, Pilot, 11th FIS, DULUTH, Minnesota</p> <p>PART FOUR: Description of sighting by Captain Earl G. Weaver, 52152A, USAF, Pilot, 11th FIS, DULUTH, Minnesota</p> <p>PART FIVE: SUPPLEMENTARY INVESTIGATIVE EFFORTS</p> <p>PART SIX: COMMENTS OF PREPARING OFFICER</p> <p>II. SUMMARY: This report contains narrative descriptions of a UFOB sighting observed by 756th AC&WRON personnel and 11th FIS personnel between 2000 and 2200 hours, Central Standard Time, on 13 March 1959. It also contains supplementary investigative efforts conducted by the interviewers and comments of the preparing officer.</p>		
<p>INCLS</p> <p>(See Individual PARTS)</p>		
<p>DOWNLOAD</p> <p>DR</p>		
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<p>Headquarters, ATIC - Orig.</p> <p>AFCIN-1A1 - Dupl. w/o inclosures</p> <p>1006th AISS - Dupl. w/o inclosures</p>		
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S/S

29 Jan 69

PAGE TWO RJEDNG 53

HIGH SPEED DEPARTURE OF AREA. ITEM D6: BETWEEN 0118Z AND 0300Z,
ON 13 MAR 59. ITEM C1: GROUND ELECTRONIC SPS-20 (SEARCH);
AIR ELECT. MG (X BAND) ON F-102. ITEM C2: NONE. ITEM C3:
3 F-94C 180 DEG - 11,000 FT 400 KT. - DULUTH, MINN.
1 F-102 090 DEG - 25,500 FT 550 KT - DULUTH, MINN. ITEM D1:
13/0118Z MAR 59. ITEM D2: DARK BUT CLEAR. ITEM 3: ALL OBSERVATIONS
WERE MADE WITHIN 30 MILE RADIUS OF FKPC4530. ITEM F1: UNKNOWN?
ITEM F2: UNKNOWN. ITEM G: UNKNOWN. ITEM G2: WIND REPORTED AT
22,000 FT ONLY - DIRECTION 330 DEG AT SPEED 20 KT. ITEM G3: 4,000 FT
CEILING - 22,000 FT TOPS. ITEM G4: OVERCAST. ITEM G5: NONE.
ITEM H: NONE. ITEM I: NONE: ITEM J: ATTEMPTED INTERCEPTS BY A/C IN
C, 3 ABOVE UNFRUITFUL. ITEM K: NONE: ITEM L: CONTROLLER, 1/LT
J.J. MURPHY, 756TH ACWRON OF 31ST ADIV. NO PRELIMINARY ANALYSIS.

BT

13/2237Z MAR RJEDNG

12 MAR 59 09 01

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ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

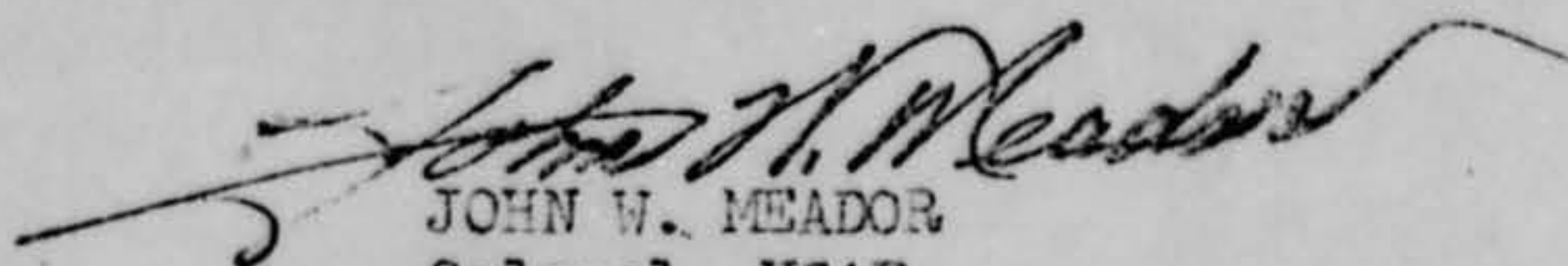
D7-UFOB-2-59

PAGE 2 OF 13 PAGES

III. INVESTIGATORS: MSGT JOSEPH S. SVAHULA, AF 36713816
TSGT GEORGE P. KUBIK, AF 6862337

/s/ Joseph S. Svahula
JOSEPH S. SVAHULA
MSGT USAF
Reporting Officer

APPROVED:



JOHN W. MEADOR
Colonel, USAF
Commander

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Detachment 7, 1006th AISS
Snelling AFS, St Paul II, Minn

REPORT NO.

D7-UFOB-2-59

PART ONE

PAGE 3 OF 13 PAGES

I. SOURCE: 2nd Lt. John Joseph Murphey, USAF

Address: 756th AC&W Squadron, FINLAND (FKPC 4525), Minnesota

Age: 22 DOB: 28 June 1936

Occupation: Director (Controller) at P-69 radar site and
Intelligence OfficerEducation: Graduate of Lehigh University in June 1958
(Chemical Engineering, also studied Astronomy).
GCI Course at Tyndall AFB, Florida.Qualifications: Director for six (6) months at P-69 radar
site.

II. RELIABILITY: Source was very friendly, cooperative, and sincere throughout the entire interview. He appeared to be of above average intelligence and possessed high retention of the events that had occurred on the night of sighting. He appeared to have an excellent ability to orientate himself in conjunction with the events that took place on the GPA/23 radar scope that he was operating on the night of the sighting. All information was voluntarily submitted. Pilots of the 179th FIS (ANG) and the 11th FIS, DULUTH, Minnesota regard Lt. John J. Murphey as a highly qualified and capable controller. The pilots stated to the Interviewers that whenever they go on practice intercept missions or rocket firing over Lake Superior, they have a particular sense of security whenever Lt. Murphey is controlling them. Lt. Murphey's capability was also substantiated by airmen of the 756th AC&W Squadron. Interviewers extracted the following information pertaining to Lt. Murphey from the 756th AC&W Operations Status Board. From 1 January 1959 until 16 March 1959, Lt. Murphey had controlled 353 AI's, 32 multiple AI's, 80 recoveries, 2 actual ID's and 80 successful profiles.

III. SOURCE'S DESCRIPTION OF SIGHTING: Lt. John J. Murphey, of the 756th AC&W, FINLAND (FKPC 4525), Minnesota, assigned as controller (GALAHAD 15) and Intelligence Officer stated that he was controlling two (2) F-102A aircraft of the 11th Fighter Intercept Squadron, DULUTH (FKNB 5052), Minnesota, on a practice intercept mission, at approximately 140220Z March 1959. Code name for this practice intercept mission was COUSIN. COUSIN RED FLIGHT consisted of two (2) F-102A aircraft. Controller stated that COUSIN RED I and II took off from DULUTH Municipal Airport at approximately 0215Z, heading 360 degrees, and were climbing to angels 40. P-69 (GALAHAD 15) controller stated that RED II called and said he was encountering jamming. RED I contacted GALAHAD 15 when he was about ten (10) miles North of DULUTH. Controller told both RED I and RED II to turn on their radar and search 30 degrees to the right. RED I contacted the controller and said he had a contact on his scope at angels 21, thirty (30) degrees. RED I told the controller that the blip on his radar scope looked like a return off a B-52 aircraft. RED I was then directed by the controller to follow the contact. RED I then told the controller that he had passed right through the contact. Controller then called RED II who at this time was five (5) miles behind RED I and asked if RED II had any contact. RED II notified the controller that he had negative contact. GALAHAD 15 then stated that RED I and II were on their own and were practicing a bumping heads mission. While on their bumping heads mission they were being controlled by Lt. Morrow. At 0240Z GALAHAD 15 was called to the GPA/23 scope by Lt. Morrow. At this time RED II was on a heading of 090 degrees and was attempting to intercept RED I flying on a 180 degree heading. Controller stated that when

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ORIGINATING AGENCY

Detachment 7, 1006th AISS
Snelling AFS, St Paul 11, Minn

REPORT NO.

D7-UFOB-2-59

PART ONE

PAGE 4 OF 13 PAGES

RED I was in the vicinity of FKPB 3046, RED I called RED II and informed him that, while looking over his right shoulder to check on RED II's position, he noticed what he described as a red/orange glow off the wing of RED II. RED I thought it was an aircraft using afterburner and chasing RED II. Approximately forty (40) miles east of DULUTH RED I turned to a 270 degree heading, at 31 angels, at .75 mach. He radioed that he had visual contact on an orange light which was possibly over DULUTH. RED I said that the light was pulsing from bright to dim. RED I then radioed RED II to look towards DULUTH to see if he saw the light. RED II radioes that he had visual contact with the same light. Controller then vectored both RED I and II to DULUTH at Gate .96 Mach. When RED I and II were over DULUTH, GALAHAD 15 controller steered them on a 300 degree heading. On this heading both RED I and II had a small closing rate on the light. GALAHAD 15 controller had a B-52 paint on his scope. The B-52 was on a 040 degree heading. Controller stated that the B-52 was in RED FLIGHT's 2 o'clock position for about fifty (50) miles. Controller then called the B-52 (Callsign TOM CAT 33, track designator SRFC 3) to turn out his running lights. TOM CAT 33's first remark was "I have an unknown object, tube shaped, red and white, fading in and out, at 9 o'clock for fifty (50) miles. At this time P-69 controller stated that TOM CAT 14 had preceeded TOM CAT 33 by forty (40) minutes on the same route that TOM CAT 33 was flying. TOM CAT 14 requested TOM CAT 33 to call SHARECROP AC&W Site (FKPF 0205) for a position report on him (TOM CAT 14). TOM CAT 33 reported that TOM CAT 14 had also seen the object and described it as being tubular shape, red and white, pulsing dim and bright. TOM CAT 33 further said that TOM CAT 14 had a radar contact on their tail gun radar at 7 o'clock, low, when they were in TOM CAT 33 area. GALAHAD 15 controller stated that he had no contact on the unknown. GALAHAD then vectored RED I and II to the B-52's position. Later RED FLIGHT radioed to the controller they had visual contact on the B-52. Controller had RED I who was in the lead to turn on his radar ground map (beacon position). RED I radioed controller that he had a contact at 12 o'clock, forty (40) miles, angels 31, and level. Controller stated that northern lights at this time were very prominent. RED I then called controller and said "I definitely have a tally-ho on a concentric shaped object, red top, white bottom, with a red rotating beacon on top and green rotating beacon on the bottom. I can see it as plain as day." RED I reported the light as being level at angels 31. RED II called a tally-ho but thought the light was not airborne. RED II reported the light glowing and as being red, white and green, fading at intervals. Controller then vectored RED FLIGHT to a 150 degree heading and then turned RED FLIGHT over to their own control. Controller then called CHARLES (31st Air Division) controller (Captain Farrel) and told him of the situation. CHARLES controller scrambled a hot F-89 from FARGO (FKJB 1253), North Dakota to the P-69 site area. F-89 pilot had no contact with the light or object.

2 Incls

1. Electronics Data Sheet
2. USAF Technical Information Sheet

DOWNWARD
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AF FORM 112a

1 OCT 52

REPLACES AF FORM 112-PART II, 1 JUN 48.

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UNCLASSIFIED
ELECTRONICS DATA SHEET
(GROUND RADAR)

29 Jul 69

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET: <u>756th ACWRON P-69</u> <small>Organization</small> <u>FINLAND AFS, FINLAND, MINNESOTA</u> <small>Location</small>	2. DATE OF THIS REPORT: <u>18 March 1959</u> <small>Day Month Year</small>																								
3. DATE TARGET OBSERVED: <u>15 MARCH 1959</u> <small>Local Time</small> <input type="checkbox"/> <small>Day Month Year</small> <small>Z Time</small> <input checked="" type="checkbox"/> <u>Time-Local 8:20 Pm</u> <small>Time-Z</small> <u>0220Z</u>	4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER: <div style="background-color: black; height: 20px; width: 100%;"></div> <div style="background-color: black; height: 20px; width: 100%;"></div> <u>land, Minnesota</u>																								
5. EXACT LOCATION OF STATION (COORDINATES): <u>FKPC 4525</u>																									
6. OBSERVER DATE (LIST EACH OBSERVER): <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Name</th> <th style="width: 15%; text-align: center;">Rank</th> <th style="width: 15%; text-align: center;">Duty</th> <th style="width: 20%; text-align: center;">No. of Years Exp. In Radar</th> </tr> </thead> <tbody> <tr> <td>A. <u>None at P-69</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B. _____</td> <td></td> <td></td> <td></td> </tr> <tr> <td>C. _____</td> <td></td> <td></td> <td></td> </tr> <tr> <td>D. _____</td> <td></td> <td></td> <td></td> </tr> <tr> <td>E. _____</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Name	Rank	Duty	No. of Years Exp. In Radar	A. <u>None at P-69</u>				B. _____				C. _____				D. _____				E. _____			
Name	Rank	Duty	No. of Years Exp. In Radar																						
A. <u>None at P-69</u>																									
B. _____																									
C. _____																									
D. _____																									
E. _____																									
7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:																									
DOWNGRATED AT _____ INTERVALS; DECLASSIFIED _____ YEARS.																									



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8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? YES NO
IF SO, GIVE NAME AND ADDRESS.

SCHWATKA 11th FIS
WEAVER 11th FIS

SRFC3
SRFC182 - 2(B-52) no name or address given

9. RADAR SCOPE PHOTOS:

IS RADAR EQUIPPED WITH A SCOPE CAMERA? ----- YES NO
WAS CAMERA OPERATIONAL? ----- YES NO
WERE SCOPE PHOTOS TAKEN? ----- YES NO } I Don't know
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ----- YES NO

10. TRACK DATA:

WHAT WAS THE NUMBER OF THE TRACK? _____ None
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? YES NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET?

YES NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? YES NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK?

YES NO
IF SO, WHICH STATIONS? _____ Arrow Poison, Origin

13. WAS THE TARGET OBSERVED ON SEARCH RADAR?

YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR?

YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES?

YES NO
IF SO, DESCRIBE. _____

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?

_____ I Don't know

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY?

YES NO
COMMENTS: _____

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY:

YES NO
COMMENTS: _____



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19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? YES NO
COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? YES NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? YES NO
COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? YES NO
COMMENTS: I Didn't have the object in contact

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
N/A

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	<input type="checkbox"/>		CHANGED SIZE RAPIDLY	<input type="checkbox"/>
b. SPEED WAS CONSTANT	<input type="checkbox"/>		SPEED WAS VARIABLE	<input type="checkbox"/>
c. FOLLOWED CONSISTENT TRACK	<input type="checkbox"/>	<u>N/A</u>	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	<input type="checkbox"/>
d. FUZZY COMPARED TO AIRCRAFT TARGET	<input type="checkbox"/>		SHARP COMPARED TO KNOWN AIRCRAFT TARGET	<input type="checkbox"/>
e. SAME AS AIRCRAFT TARGET	<input type="checkbox"/>			

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? YES NO
IF SO, DESCRIBE. 2 B-52's SRFG182 & SRFG3 - Co. Red had a visual on them

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
GPA/23
DESCRIBE THE SIGNAL: _____

27. WHAT WAS THE RADAR SCAN RATE? 5 SPM

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?
I Don't Know

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? YES NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.
Capt Weaver - Ground light
SRFG3 - Like a planet

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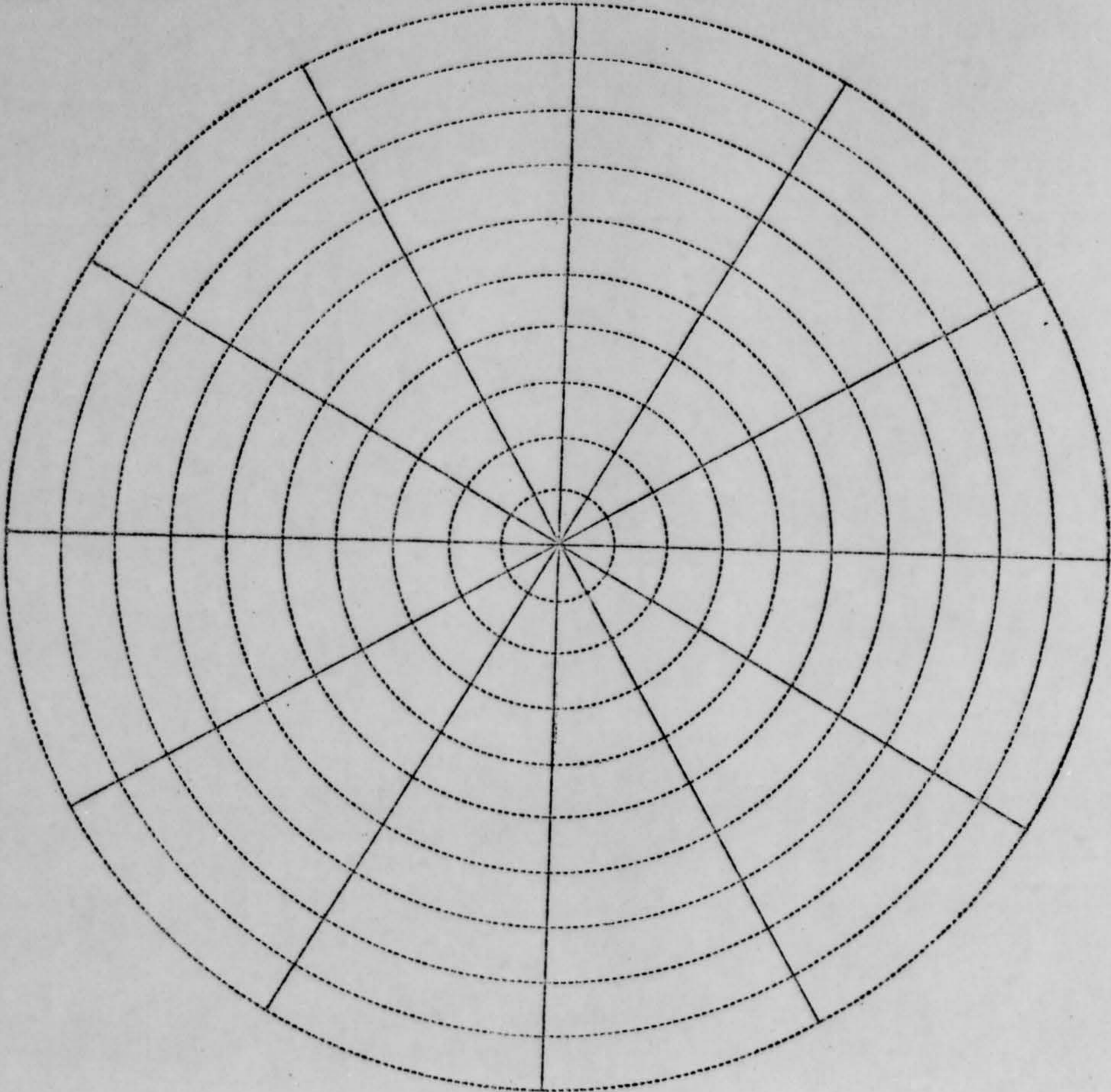
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[REDACTED]

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30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.

No contact on GPA 23 scope



RECORDED AT 15 MINUTE INTERVALS;
PLOT TARGET TRACKS

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[REDACTED]

[Redacted]

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31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

DOWN...
DSC...
... YEARS.
... YEARS.

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[Redacted]

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U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

29 Jan 69

1. When did you see the object?

SATURDAY MARCH 1959
Day Month Year
ZEBRA TIME

2. Time of day: 0200 20
Hour Minutes

(Circle One): A.M. or P.M.

3. Time zone:

(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?

753TH AC+W SQD FINLAND AFS, FINLAND, MINN.
Nearest Postal Address City or Town State or Country

Additional remarks: _____

5. Estimate how long you saw the object. _____
Hours Minutes Seconds

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

- a. Certain c. Not very sure
- b. Fairly certain d. Just a guess

6. What was the condition of the sky?

- (Circle One):
- a. Bright daylight d. Just a trace of daylight
 - b. Dull daylight e. No trace of daylight
 - c. Bright twilight f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

- (Circle One):
- a. In front of you d. To your left
 - b. In back of you e. Overhead
 - c. To your right f. Don't remember

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8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (Circle One):

- a. None
- b. A few
- c. Many
- d. Don't remember

8.2 MOON (Circle One):

- a. Bright moonlight
- b. Dull moonlight
- c. No moonlight — pitch dark
- d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

- (Circle One)
- a. A mile or more away (a distant car)?
 - b. Several blocks away?
 - c. A block away?
 - d. Several yards away?
 - e. Other _____

11. Did the object:

(Circle One for each question)

a. Appear to stand still at any time?	Yes	No	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't Know
c. Break up into parts or explode?	Yes	No	Don't Know
d. Give off smoke?	Yes	No	Don't Know
e. Change brightness?	Yes	No	Don't Know
f. Change shape?	Yes	No	Don't Know
g. Flicker, throb, or pulsate?	Yes	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes No Don't Know. IF you answered YES, then tell what it moved in front of: _____

14. Did the object appear: (Circle One): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other	No _____	

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NNNN

RA102

ZCZCSQC113ZCNGA154

PP RJEDSQ

DE RJEDNGN 3N

P 130500Z

FM COMDR 756TH ACWRON

TO COMDR AIR TECH INTELL CENTER

BT

UNCLASS FROM OPS 14-C-3.

THREE (3) F-94C, 179 ANG DLH, SIGHTED FLYING OBJECTS EMITTING CONTRAILS HEADING 090 DEGREES 29,000 FEET IN FKPC 3050 AREA. GROUND RADAR PICKED UP CONTACTS. NO FLT. PLAN FOR A/C THIS AREA.

IP AT 13/0018Z. ONE (1) F-94C OBTAINED LOCK-ON AT 11,000 FEET DOWN TO TWO (2) MILES. NO VISUAL CONTACTS MADE. NINE CONTACTS MADE BY A/C ENDED IN FADES. A/C OBSERVED ECM WHILE ON CONTACTS. SCRAMBLED ONE (1) F-102A 11TH FIS DLH TO AREA. A/C OBSERVED MULTIPLE CONTACTS AND ECM. NO VISUAL CONTACTS MADE, ONLY CONTRAILS SEEN. PILOT REPORTS ESTIMATED RELIABLE.

BT

14/0852Z MAR RJEDNGN

*C. E.
ATTC*

ATTC
16 MAR 59 07 29 00

TELEPHONED
TO _____
NO. _____
TIME _____
Date _____
By: _____

(8)

*1-2-4E4
3
4-4x202*



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16. Tell in a few words the following things about the object.

a. Sound _____

b. Color _____

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

18. The edges of the object were:

- (Circle One): a. Fuzzy or blurred
- b. Like a bright star
- c. Sharply outlined
- d. Don't remember

e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? _____

Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

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DECLASSIFY ON: 25 YEARS.

UNCLASSIFIED



20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.

21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet.

22. How large did the object or objects appear as compared with one of the following objects held in the hand and at about arm's length?

(Circle One):

- a. Head of a pin
- b. Pea
- c. Dime
- d. Nickel
- e. Quarter
- f. Half dollar
- g. Silver dollar
- h. Baseball
- i. Grapefruit
- j. Basketball
- k. Other _____

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

- a. Certain
- b. Fairly certain
- c. Not very sure
- d. Uncertain

23. How did the object or objects disappear from view? _____

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

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25. Where were you located when you saw the object?
(Circle One):

- a. Inside a building
- b. In a car
- c. Outdoors
- d. In an airplane
- e. At sea
- f. Other _____

26. Were you (Circle One)

- a. In the business section of a city?
- b. In the residential section of a city?
- c. In open countryside?
- d. Flying near an airfield?
- e. Flying over a city?
- f. Flying over open country?
- g. Other 702nd ACW/BS

27. What were you doing at the time you saw the object, and how did you happen to notice it?

Working on a scope (I did not see it.)

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

28.2 How fast were you moving? _____ miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

30. What direction were you looking when you last saw the object? (Circle One)

- | | | | |
|--------------|--------------|--------------|--------------|
| a. North | c. East | e. South | g. West |
| b. Northeast | d. Southeast | f. Southwest | h. Northwest |

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

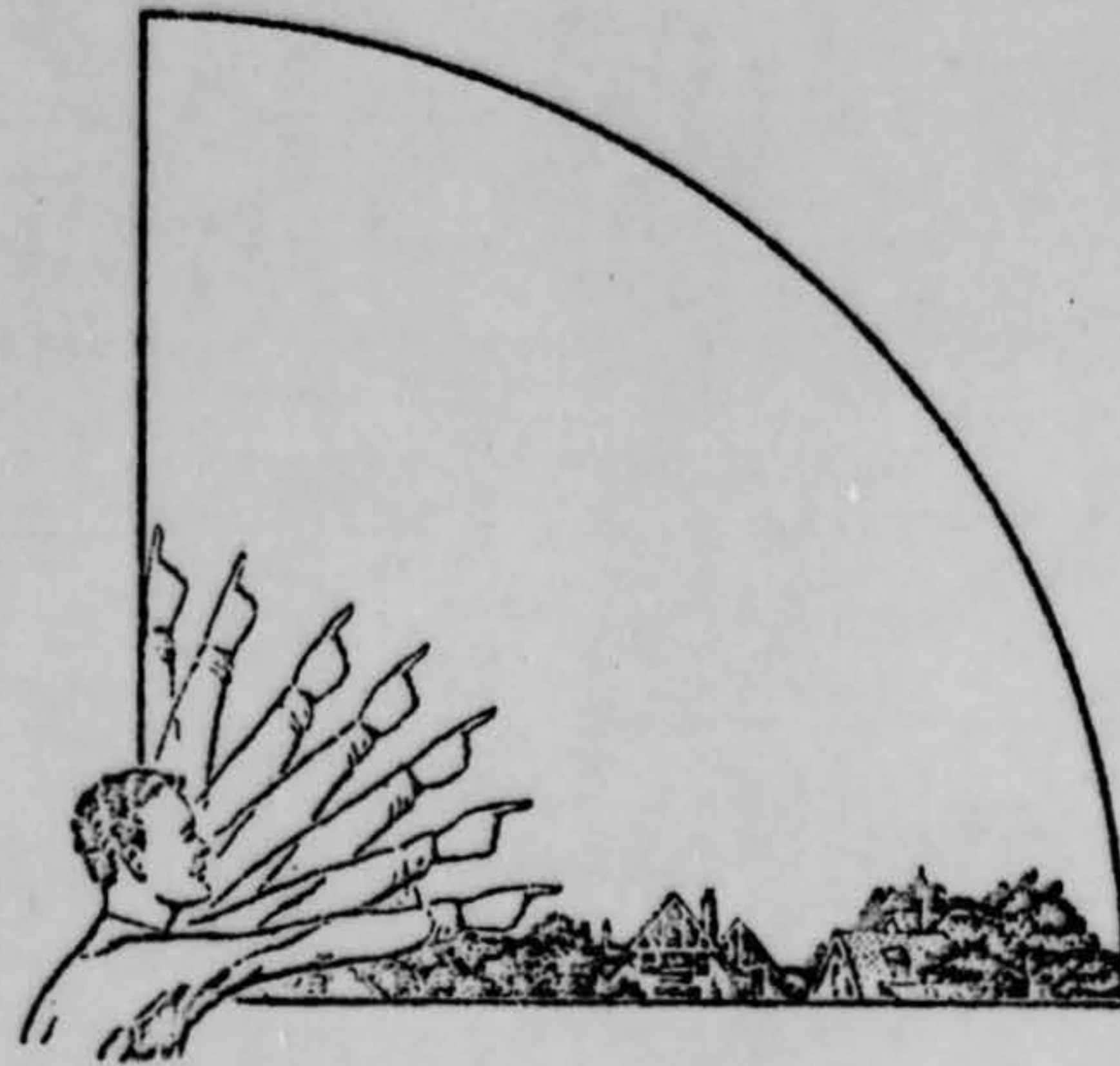
31.2 When it disappeared:

- a. From true North _____ degrees.
- b. From horizon _____ degrees.

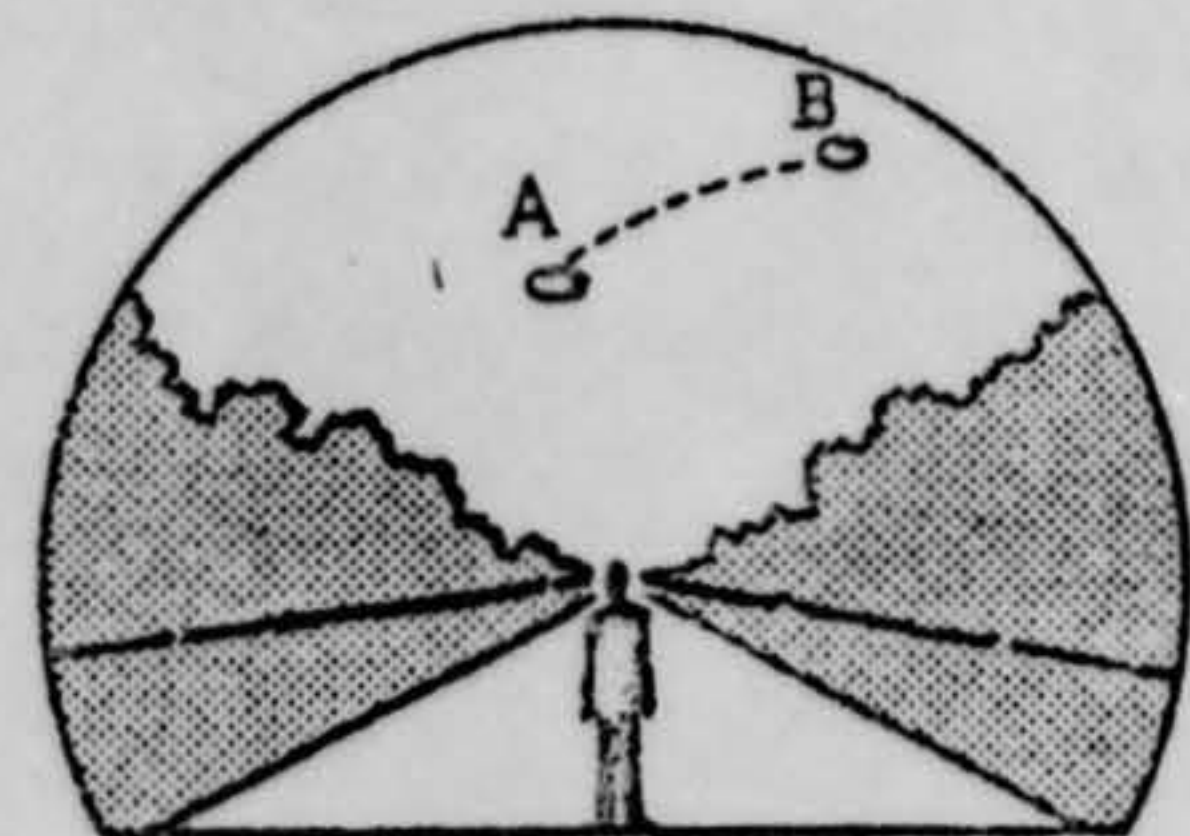
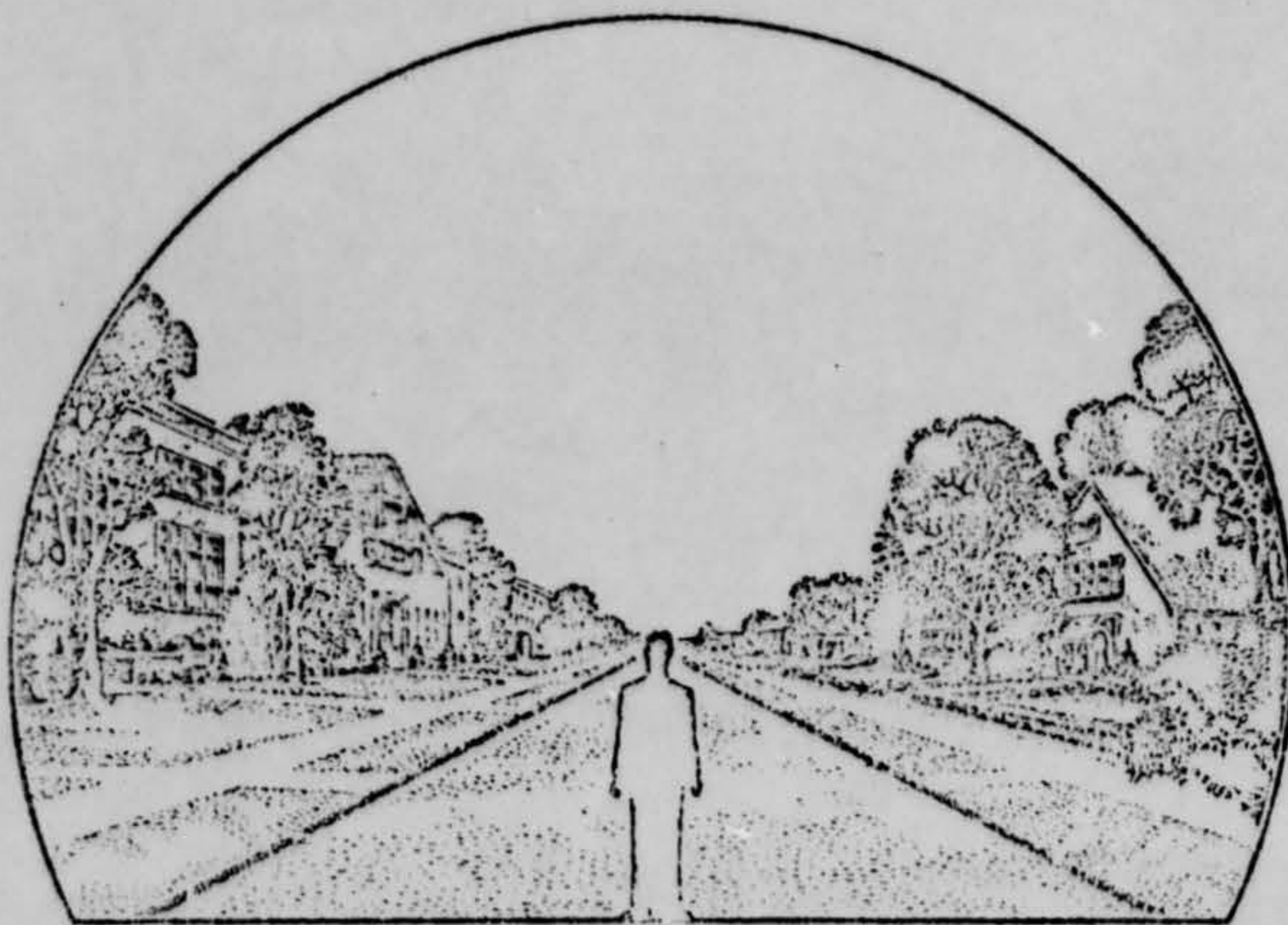
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DECLASSIFIED BY: [redacted]
 DATE: 10/19/10

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.



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34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS (Circle One)

- a. Clear sky
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

34.2 WIND (Circle One)

- a. No wind
- b. Slight breeze
- c. Strong wind
- d. Don't remember

34.3 WEATHER (Circle One)

- a. Dry
- b. Fog, mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

34.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- c. Warm
- d. Hot
- e. Don't remember

35. When did you report to some official that you had seen the object?

_____ Day _____ Month _____ Year

36. Was anyone else with you at the time you saw the object?

(Circle One) Yes No

36.1 IF you answered YES, did they see the object too?

(Circle One) Yes No

36.2 Please list their names and addresses:

37. Was this the first time that you had seen an object or objects like this?

(Circle One) Yes No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

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39. Do you think you can estimate the speed of the object?

(Circle One) Yes No

IF you answered YES, then what speed would you estimate? _____ m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) Yes No

IF you answered YES, then how far away would you say it was? _____ feet.

41. Please give the following information about yourself:

NAME _____
Last Name First Name Middle Name

ADDRESS 756th AC+W Sq FINLAND AIR STATION FINLAND MINN
Street City Zone State

TELEPHONE NUMBER _____

What is your present job? DIRECTOR AT P-69 ALSO INTELLIGENCE OFFICER

Age 22 Sex M

Please indicate any special educational training that you have had.

- a. Grade school
- b. High school LEHIGH UNIVERSITY
- c. College
- d. Post graduate _____
- e. e. Technical school GCI, TYNDALL AFB
(Type) _____
- f. Other special training _____

42. Date you completed this questionnaire:

15 MARCH 1959
Day Month Year

DOWNGRADED AT 1 YEAR INTERVALS;
DECLASSIFIED ON _____

UNCLASSIFIED

UNCLASSIFIED

U. S. AIR FORCE TECHNICAL INFORMATION SHEET
(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME _____
(Please Print)

SIGNATURE _____

DATE _____

(Do Not Write in This Space)

CODE:

I vectored int. (2-F102A) to the object they saw.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED ON 10/15/93

UNCLASSIFIED

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	REPORT NO. D7-UFOB-2-59	PART TWO PAGE 5 OF 13 PAGES
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I. SOURCE: A/2C James R. Pyszka, AF 17485091, USAF

Address: 756th AC&W Squadron, FINLAND (FKPC 4525), Minnesota

Age: 20 DOB: 27 December 1938

Occupation: Intercept Control Technician (ICT at P-69 radar site).

Education: High School Graduate - Radar Operator's Course, Keesler, AFB, Biloxi, Mississippi.

Qualifications: Radar Operator (AFSC 27330) from April 1957 until March 1959.

Classification Cancelled
for changed to
Auth.
By
Date 29 Jan 69

II. RELIABILITY: Source was very friendly, cooperative, and sincere throughout the entire interview. He appeared to be of average intelligence. All information was voluntarily submitted. A/2C Pyszka was assigned multiple duties by the Controller on the night of 13 March 1959 (CSF) and was unable to give complete data as to the events as they occurred. Airman Pyszka's ability as an ICT was substantiated by other members of his organization.

III. SOURCE'S DESCRIPTION OF SIGHTING: A/2C James R. Pyszka, AF 17485091, of the 756th AC&W Squadron, FINLAND, Minnesota was on duty at Radar Operations as an Intercept Control Technician (ICT) for 2nd Lt. John J. Murphey, who was the Controller. At approximately 0240Z hours, on 14 March 1959, two F-102 aircraft (Designated as COUSIN RED I and COUSIN RED II) of the 11th FIS, DULUTH Municipal Airport, Minnesota (FKNB 5052) were on a practice intercept problem. RED I made an unknown contact at the 12 o'clock position on a 360° heading at a distance of approximately 10 miles while climbing to the required altitude. RED I thought it was chaff. The pilot reported the contact as very hazy and fuzzy. RED I pilot continued on the practice mission and on completion of the second pass of the practice intercept while on a 180° heading, .75 mach, 37,000 feet altitude, he was observing RED II coming up behind at 160° at .9 mach, when he noticed a bright white light behind RED II. After the intercept both aircraft observed a bright white light rotating beacon with a flashing red top and flashing green bottom in the DULUTH, Minnesota area. RED I and RED II were both directly east of DULUTH, Minnesota at the time of sighting. GALAHAD (756th AC&W) vectored them towards DULUTH, Minnesota at the speed of gate .96. RED II had no contact. As RED I and RED II proceeded at 270° toward DULUTH, RED I received a radar contact at the 12 o'clock position 40 miles out. Airman Pyszka stated that RED I was probably heading 330° instead of 270° at the time of sighting. RED I had contact for approximately 1 minute then lost it at 31,000 feet altitude. RED II had no contact. At this time a B-52 aircraft was painted by GALAHAD as being 80 miles from RED I's 12 o'clock position on a 040° heading at 31,000 feet altitude. [REDACTED] called the B-52 aircraft (Call sign TOM CAT 33) checking to see if the aircraft's running lights (rotating lights) were on. TOM CAT 33 claimed a visual contact on a bright white light at the 9 o'clock position at a distance of approximately 50 miles. The B-52 reported that it was on an IFR flight plan and could not deviate from its course. The F-102 pilots reported that the light appeared like a blinking stop light but multi-colored (Red, White and Green). RED I and RED II pursued the light for approximately 1-3 minutes. The pilots of RED I and RED II never closed in. GALAHAD released RED I and RED II to resume their bumping heads mission. Approximately 15 minutes later TOM CAT 33's tail radar received a contact (7 o'clock position, low - no range). This was reported to GALAHAD. TOM CAT 14 (B-52 aircraft) who preceded along the same flight route of TOM CAT

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART TWO		
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	PAGE 6	OF 13	PAGES

33 by approximately 20-30 minutes notified TOM CAT 33 that he had also observed an unknown light at approximately the same position as observed by TOM CAT 33. Approximately one-half hour after the F-102s and B-52 aircraft left the area, the 31st Air Division, Snelling AFB, St Paul, Minnesota (FJMQ 3556) scrambled one (1) F-89 from FARGO, North Dakota (FKJB 1253) on a 090° heading for investigating the area where the unknown light was last observed. When the F-89 headed his aircraft towards the northern lights he had a little radar interference. When the F-89 Pilot turned away from the northern lights less interference was noted on the radar scope.

IV. MISCELLANEOUS INFORMATION: The ICT stated that RED I and II had visual contact with the moon and northern lights at all times. RED I and RED II pilots were checked by GALAHAD for any signs of ear buzzing, headaches, drowsiness, correct cabin pressure, aircraft vibrations, etc. during the time of sightings so as to eliminate any physical possibilities of delusions. Pilots reported no deficiencies. Airman Pyszka stated that the aurora borealis were prominent Friday. No further information.

1 Incl
USAF Technical Information Sheet

DOWNGRADED AT 2 YEAR INTERVALS;
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NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

1006th AISS Classified
Document Log # 4-591113-325 A

(CLASSIFICATION)

ALL info reported to me by AC pilots [redacted]

UNCLASSIFIED
U. S. AIR FORCE TECHNICAL INFORMATION SHEET

29 Jan 69

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object? Friday
13 March 59
Day Month Year CST.
2. Time of day: 12:07
Hour Minutes
(Circle One): A.M. or P.M.

3. Time zone:
(Circle One): a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____
(Circle One): a. Daylight Saving
b. Standard

4. Where were you when you saw the object?
Finland AFS 756 PBMWSA Finland Miss.
Nearest Postal Address City or Town State or Country
Additional remarks: Working in Radar Operations US I.C.T.
for Lt Murphy, working with Fighters

5. Estimate how long you saw the object. _____
Hours Minutes Seconds
5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.
a. Certain
b. Fairly certain
c. Not very sure I never did
d. Just a guess

6. What was the condition of the sky? Remond, Fighter pilots reported clear night.
(Circle One): a. Bright daylight
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?
(Circle One): a. In front of you
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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D7-UFOB-2-59

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[redacted]

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