PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
13 Mar 52	Duluth Minnesota See: Radar Film also: 7-3745-340	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 1820 GMT 14/0020Z	**4. TYPE OF OBSERVATION** ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☒ Yes RADAR FILM ☐ No	**6. SOURCE** Military	☐ Was Astronomical VENUS ☒ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION	**8. NUMBER OF OBJECTS** / **9. COURSE**	☐ Other RADAR INTERFERENCE ☐ Insufficient Data for Evaluation ☐ Unknown
20 min	one	

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.

See Also: Radar Film
7-3745-340

(FILM IN SPECIMEN FILE)

11. COMMENTS

Radar readings were due to interference &n not existence of real target. Probably due to excessive activity of nomthern 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 no movement & change of color & shape.

ATIC FORM 329 (REV 26 SEP 52)

ATIC

TELEPHONED
TO
NO.
TIME
Date
By:

NNNN

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. SIMULTANOUS 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

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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 — Reported by pilots
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 — As Reported by RB-29 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 the 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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16. Tell in a few words the following things about the object. Reported by pilots

a. Sound No Sound

b. Color White with Red flame Tip + Green Shadow 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 spotlight.

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 _____

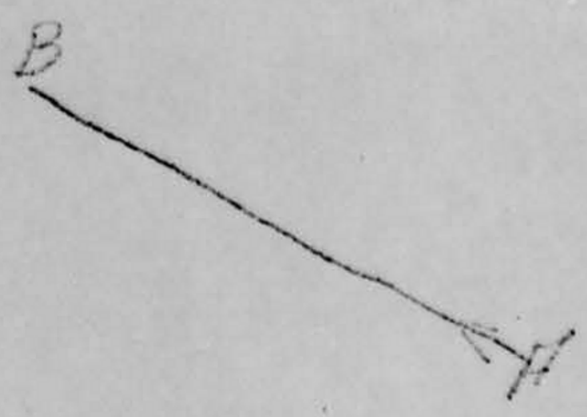
19. IF there was MORE THAN ONE object, then how many were there? No.
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

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[redacted]

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 Flat 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 answered This question

[redacted]

[redacted]

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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 _____

pilots were

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:

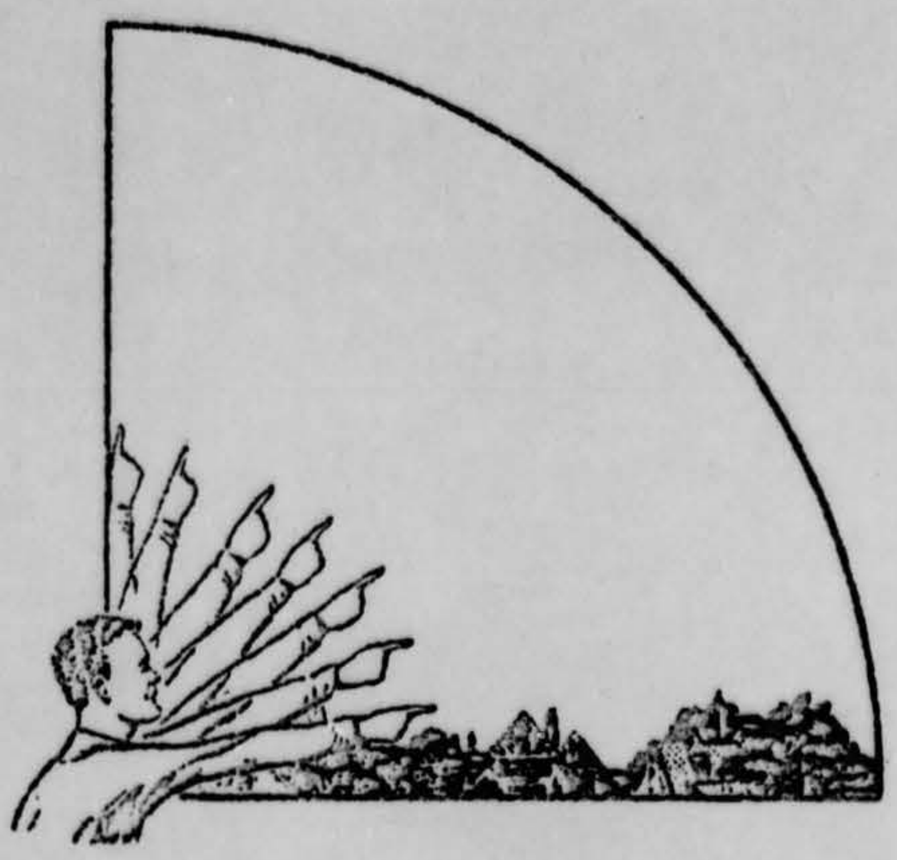
a. From true North 210° degrees.
b. From horizon _____ degrees.
Same as horizon

31.2 When it disappeared:

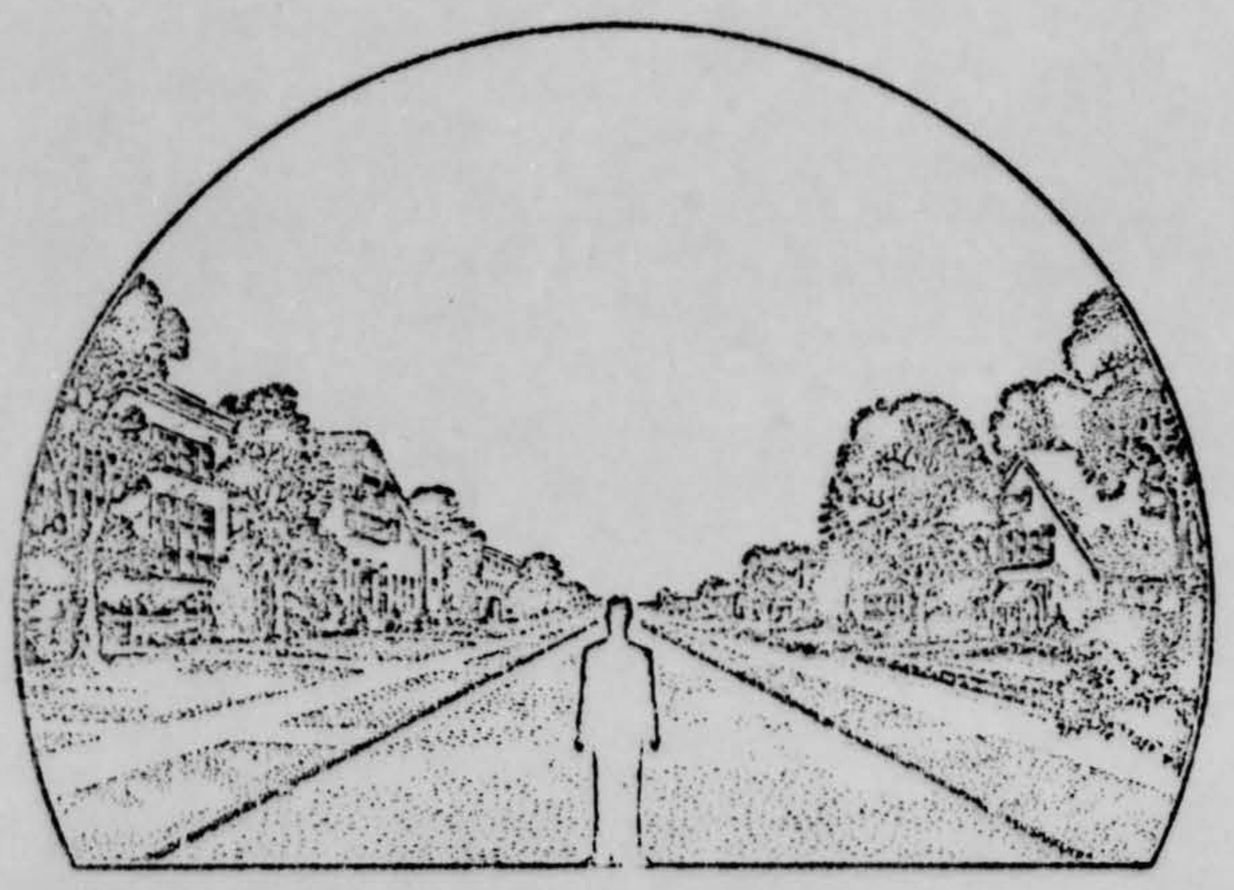
a. From true North _____ degrees.
b. From horizon _____ degrees.

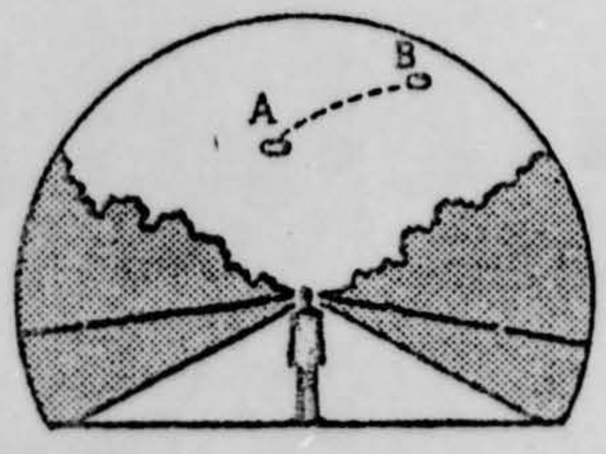
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32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object 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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34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS *(Circle One)* Reported by pilots

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

34.2 WIND *(Circle One)* Reported at 24,000 ft 330°-60 Knots

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 (Day) March (Month) 1952 (Year)

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

(Circle One) (Yes) No [redacted] heard report from 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]
755 Acorn St
Fairbanks, Alaska

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 Alaska at radar site we had a sort what similar experience. Except we are actually spoted it, it was all ar 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 [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) Fairbanks (City) _____ (Zone) Alaska (State)

TELEPHONE NUMBER [redacted]

What is your present job? Radar 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 Radar operator
(Type) School
f. Other special training 2 years as radar operator

42. Date you completed this questionnaire: 15 (Day) March (Month) 1952 (Year)

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[redacted]

[redacted]

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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)

SIGNATURE [redacted]

DATE 13 March 1954

(Do Not Write in This Space)

CODE:

I was working as I.C.T. for Lt. Flower, and we scrambled 2 F102's on a practice scramble. The F102's were climbing out of Dallas on a 360° heading and Co. Red 1 claimed to had a contact about 12 o'clock at 10 miles. He said it looked like Aff. The F102's entered the overcast and on the second set up Red 2 was lost contact 1500' with Red 2 acting as interceptor and was approaching for Flower. Red 2 was instructed and was by Dept Dept. Dept. to report under the Secretary order, until there he [illegible]

UNCLASSIFIED

[redacted]

[redacted]

called was in Duluth, Minn. He observed
it was a bright white star-like light with
flashing red lights on top and then on bottom.
The light was moving away from Duluth.
He estimated the object was at 3000 feet
to 5000 feet away from him in Duluth.
He thought it was a star, but that it
was not moving very much. He watched it, but then
saw Duluth Intl Apt. radar station
light rotate at 7 RPM's. He then
noticed that the object was moving away from the F-106, at a fast rate of
speed. There was a B-52 in the area, abt 80 miles
ahead of the F-106 who had passed over Duluth
and we called the B-52 Strategic maybe or the
two lights who causing it, but the B-52 pilots
claimed he saw the same object in his 7 o'clock
position at about 50 miles. After a few more minutes
we brought the F-106's back towards Duluth, for the
object was going faster than any aircraft rated at.
We learned a few minutes later that the B-52
wanted to make an orbit and 20 minutes after
the F-106 and B-52 arrived.

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[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

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AIR INTELLIGENCE INFORMATION REPORT

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

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 ____)
Auth. ____
By ____
Date 2-2-60

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 pulsated 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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[redacted]
(CLASSIFICATION)

DOCSTA AISS Classified
Document Log # 59CC13-3654

16—53570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

ATIC

(1)

NNNN

16 MAR 59 1 0Z 5A 50 59

TELEPHONED
TO
NO. 11222
TIME 1345
Date 3-4-59
By:

14/18302

RA 103

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

7. NONE

8. NONE

[redacted]

(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART THREE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	PAGE 8 OF 13 PAGES

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, Southwest 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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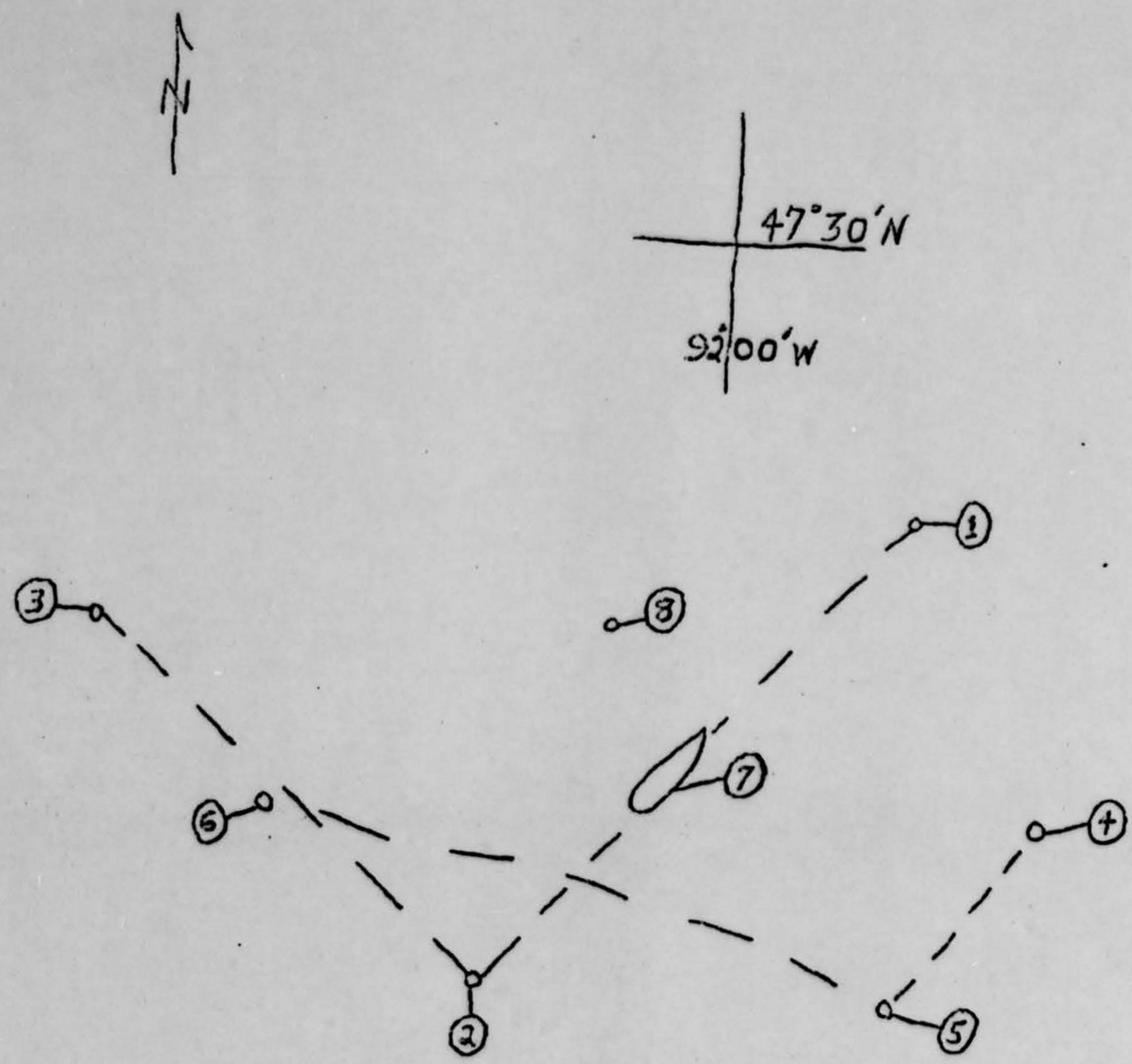
AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
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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

[redacted]

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Incl #1
D7-UFOB-2-59

[redacted]

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

[redacted]

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AIRBORNE OBSERVER'S DATA SHEET

09 Jan 69

This questionaire 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 (Day) 3 (Month) 1959 (Year)

2. Time observation was made:

2045 (Time) C (Zone) ☐ Daylight Saving ☐ Standard

14/ or 0245 Z (GMT)

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

FKPB 3747

Coordinates

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

NAME	RANK	CREW POSITION
[redacted]	1/LT	PLT

AISOP # 2
(19 Sep 56) DOWNGRADED AT 4 YEAR INTERVALS;
DOD DIR 5200.10

Incl #2
D7-UFOB-2-59

[redacted]

UNCLASSIFIED

5. Aircraft identification

a. Type aircraft F102A

b. Serial No. 56-1510

c. Home Station DULUTH Muni ARPT MINNESOTA

6. Flight Data

a. Heading 180°

☑ Mag ☐ True ☐ Compass

b. Ind. Altitude 38,000

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: W/ GND Mar Position of RADAR A BLIP 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: UNSURE CONTACT WITH COUSIN KEO II

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

(Circle one) (Yes) No Comments: GOOSE BAY DIRECTOR [redacted] (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
Gave unreliable Hdgs 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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
(e.) No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

N/A

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[redacted]

[redacted]

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. AC#- 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

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

[redacted]

UNCLASSIFIED

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

(Circle one) Yes No PART OF TIME OBJECTS 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 asay would you say it was? 40-50 M. M. _____ feet.

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.
76T 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 TGT, WE GAVE UP THE CHASE AND RETURNED TOWARDS HOMPLATE, P-69 THEN ASKED VK 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)

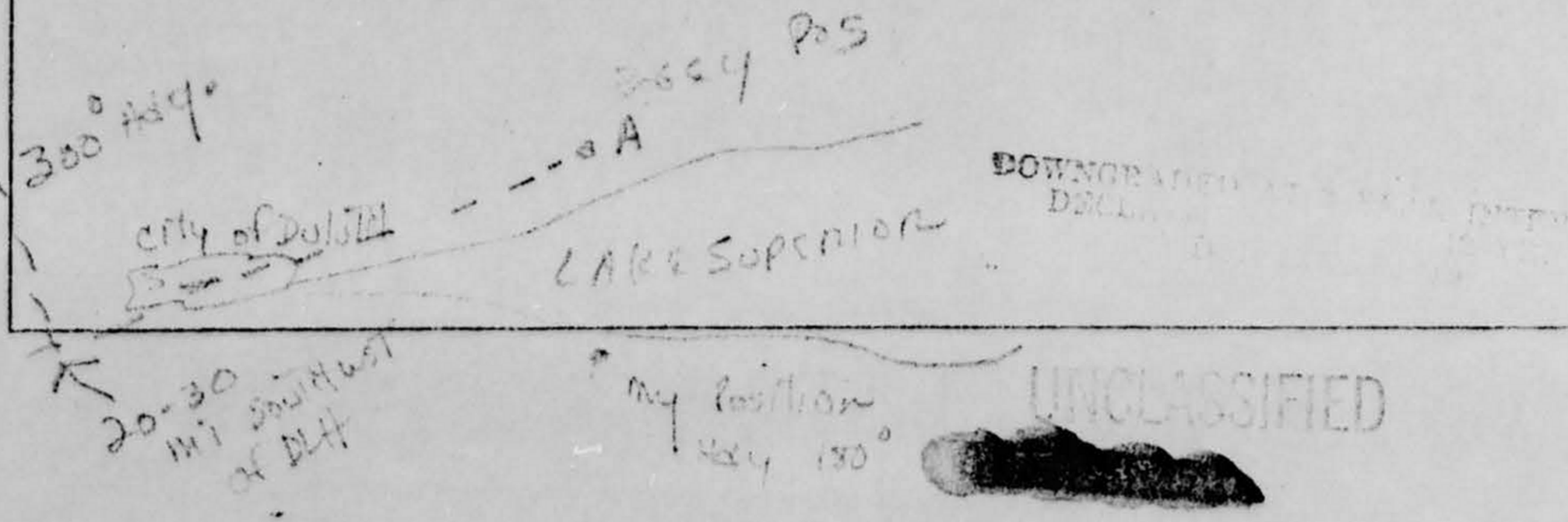
38. What direction were you looking when you last saw the object? (Circle one)

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.



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 AB 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 FEE

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FK

(Joins 219) 93°N 4°E 92°P 3°E To Graham

(Joins 266)

48°

47°

46°

ND PD PC NC NB DB

Pelican Lake
Cusson
ORR 1287 — S 79
Gheen
VERMILION 1350 — S 95
Vermilion Lake
Little Fork R
Cook
COOK 1330 — — 22
TOWER 1369 — — 24
Soudan
SUNSET ISLAND 1350 — S 70
ELY 1337 — S 105
BS WELY 1450
ELY 1425 — — 24
PROHIBITED AREA
Tomahawk Lake
BELOW 5000 FEET
(P-205)
LEITHOLD 1337 — S 64
Buildings
PROHIBITED AR
BELOW 4000 FEE
(P-204)
Magnetic disturbance of as much as 12° exists at ground level between Tower and Ely
Birch Lake
Babbitt
Embarrass
Isabella
2039
BS WEVE 1340
Mountain Iron
Virginia 2100
Biwabik
Aurora
Chisholm
Evaleth
Gilbert
SKY HARBOR 1376 — S 65
EVELETH-VIRGINIA 1385 L-H 32
Hibbing
Forbes
HIBBING 1352 L-H 60
BS WMFG 1240
Toimi
Finland
A1166
2050
Wales
Beaver Bay
BLUE 9
Cotton
Meadowlands
Two Harbors
NORTHERN ADIZ
DULUTH 1330 L-H 80
GCA LLS DF 278 118.3 126 18 257 8
DULUTH RADIO 116.7 DLH
Knife River
EASTERN DEFENSE AREA
Alborn
Floodwood
Louis R
Brookston
DULUTH RADIO 379 DLH
2049
DULUTH
BS KDAL 610
R8a DULUTH 308 — — 10m-20m & 40m-50m
Bark Pt
Cornucopia
Port Wing
Cromwell
Cloquet
CLOQUET 1278 — S 32
Carlton
SKY HARBOR 609 — — 21 602 — S 250 Airport of entry
BONG 874 — — 33
Poplar
Brule
UNION 1070
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)
Moose Lake
MOOSE LAKE 1075 — — 25
CRONSTROM 1195 — S 40
1571
1817
Mason
Willow River
Solon Springs
SOLON SPRINGS 1100 — — 26
Drummond 1305
SORENSEN 1275 — S 20
Gordon
Cable
CABLE UNION 1351 — — 33
HIBBARD 1180 — — 29 1160 — S 104
Minong
Sandstone
Markville
Hinckley
HAYWARD 1200 — — 29
MINNESOTA
WISCONSIN
1249

HIGHEST ELEVATION 2986

GROUND ELEVATIONS IN FEET
2230
2000
1000
Sea Level

CAUTION—Gradient tints delimited by dashed contour lines indicate approximate relief only

9. NONE

B. 1. GLOWING LIGHT OFF CO. RED 2S WING.

2. 210 DEGREE ANGLE UNKNOWN RANGE 60KTS. FROM P-69

3. 270 DEGREE ANGLE UNKNOWN RANGE 200 KTS FROM P-69

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

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.

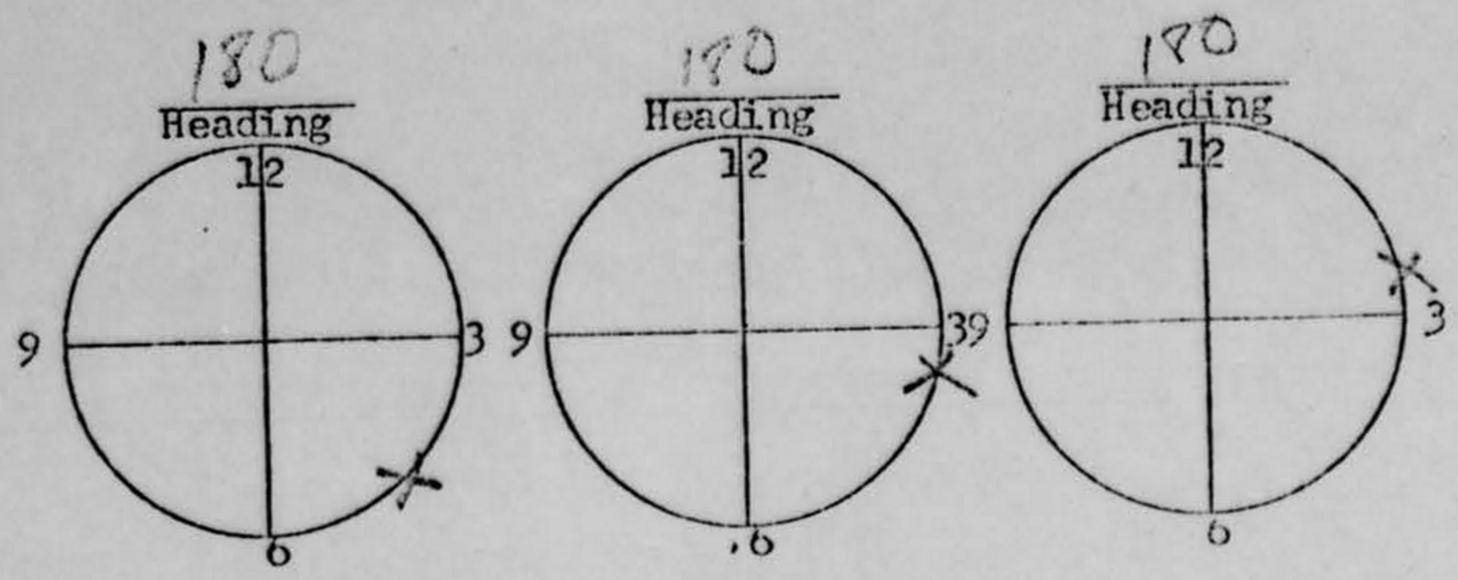
BT

14/0805Z MAR RJEDNGN

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.

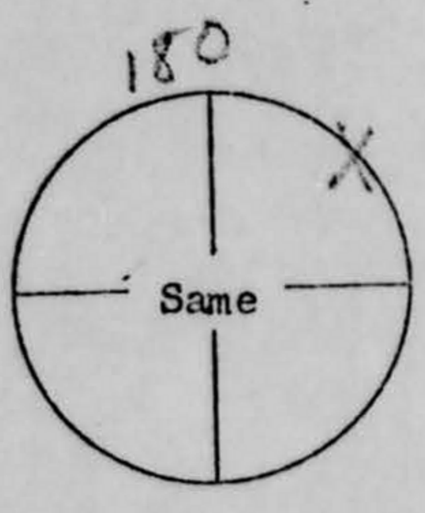
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

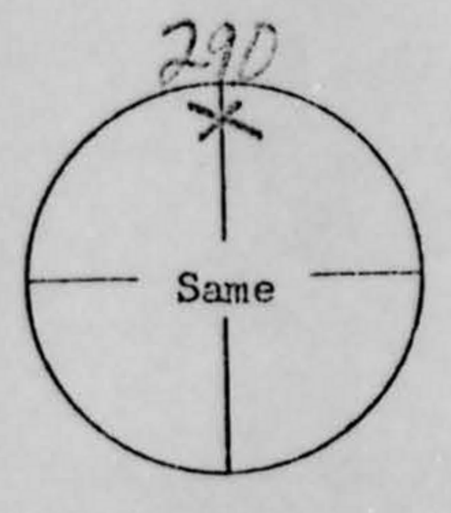


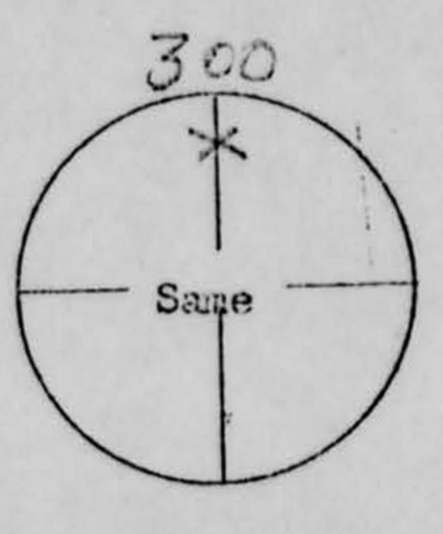
(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL

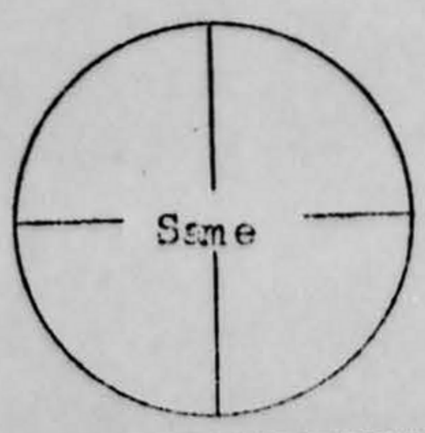
(Circle one)
HIGH
LOW
LEVEL

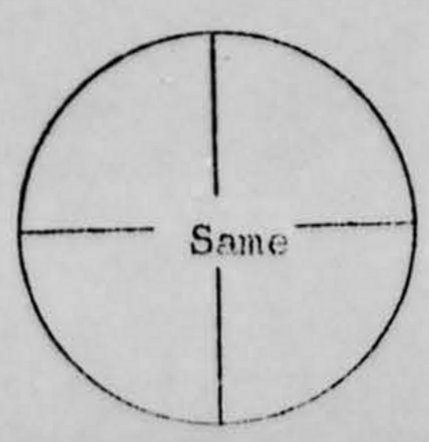


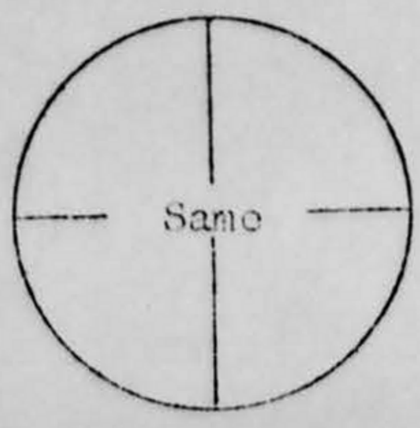




LEVEL ALL CASES, 38,000







[redacted] UNCLASSIFIED Para eleven

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

Had lunch from Duluth and on Contact at 12 o'clock at 16 mi
I had an Intercept which looked like Angels. GCI asked me
to turn around and check the area for
any tangles, since we were on a
training mission we decided to check
the area on our return also Duluth
had contact the same place the night before.
We continued the mission and GCI
set us up for a practice Intep: Si
(Red I) was target and in observing
Red II coming in for the Intercept I
noticed a bright light behind him.
It resembled the flare of an afterburner
and I thought someone was closing in.
I described the object to him and
GCI immediately asked for a more
detailed description. I kept watching the
thing 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 Intep, and see if
he saw the same thing I did.
He replied that he had seen it and

[redacted] UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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. STAFF OFFICERS ECM INDOC. COURSE

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 questionaire?:

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 Southwest of Duluth. At this time P-69 ordered us to intercept the bogey. It was possible I turned to put this flight at 12 o'clock and my heading was 290°. By heading at 12 o'clock my bogey and I remained constant. I did not appear to close on the bogey and I had no AI Contact in 30 mile range. However in Ground Map (200K) I had a blip at 45 miles which could have been a ground target but resembled an airborne 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 for 8 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 leading confirmed that the bogey was the same one we 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 towards homeplate at which we returned. We were not gaining this time since we were on the bogey. Shortly thereafter F-6 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]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, ST Paul 11, Minn	D7-UFOB-2-59	PART FOUR PAGE 9 OF 13 PAGES

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 querry 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.

[redacted]

(CLASSIFICATION)

16—55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	PART FOUR PAGE 10 OF 13 PAGES

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

[redacted]

(CLASSIFICATION)

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[redacted]

(CLASSIFICATION)

5 1/2 C 13 3654

16—55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted]

UNCLASSIFIED

AIRBORNE OBSERVER'S DATA SHEET

29 Jan 65

This questionaire 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 (Day) MARCH (Month) 59 (Year)

2. Time observation was made:

2045 (Time) C (Zone) ☐ Daylight Saving ☒ Standard

or 02:45 Z (GMT)

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

75 mi N.N.W. FROM DULUTH
Coordinates

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

NAME	RANK	CREW POSITION
[redacted]	CAPT.	PILOT (F-102)

AISOP # 2
(19 Sep 56)

DOWN

UNCLASSIFIED

[redacted]

INCL #1
D7-UFOB-2-59

5. Aircraft identification

a. Type aircraft F-102

b. Serial No. _____

c. Home Station DULUTH

_____

6. Flight Data

a. Heading 180°

☒ Mag ☐ True ☐ Compass

b. Ind. Altitude 38000 FT

c. Ind. Airspeed 275 K.

☒ 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: HEADED A/C TOWARD LIGHT AND SEARCHED DIRECTION FOR CONTACT. NO CONTACT ON RADAR WAS MADE.

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: [redacted] (C1) WAS CONTACTED AND INFORMED ON SIGHTED LIGHT

_____

_____

_____

DISPOSITION FORM

SECURITY CLASSIFICATION (If any) [redacted] 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.

LEONARD T. CLASER
Colonel, USAF
AFCIN-4E4

1 Incl:
Neg & Pos
Radar Film (5)
(T59-7611-A)
(T59-7611-B)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Classification Cancelled
(or changed to UNCLASSIFIED)
Auth: Guardianship-E Ltr. 15 Apr
By: ATDAT (CCIS)
Date: 29 Jan 69
AFR 205-1 para 1-22b

[redacted]

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1953 O - 886815

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 N/A

16. 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

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
b. In back of you N/A
c. To your right
d. To your left
e. Overhead
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

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 ~~object~~ LIGHT 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

[redacted]

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 asay 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 from view? FADED AS NEW MOON APPROACHED.

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.

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

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?

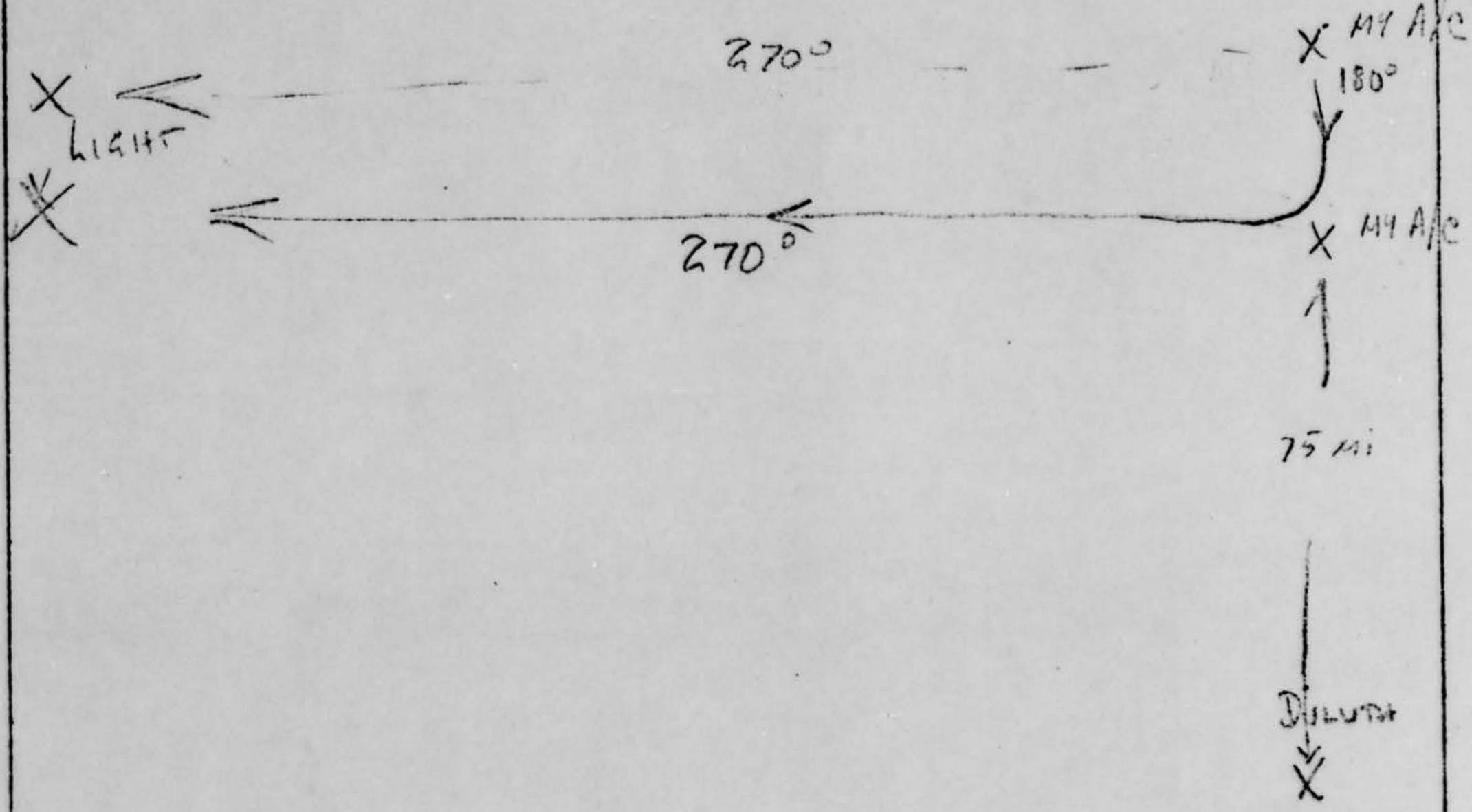
(Circle one) Yes (No) If you answered no, then when, where, and under what circumstances did you see other ones? I SAW A SIMILAR LIGHT IN THE SAME RELATIVE POSITION WHILE ON A NIGHT FLIGHT FROM WRIGHT PATTERSON AFB TO DULUTH, VIA MINNEAPOLIS ON 1 MAR. 59.

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.

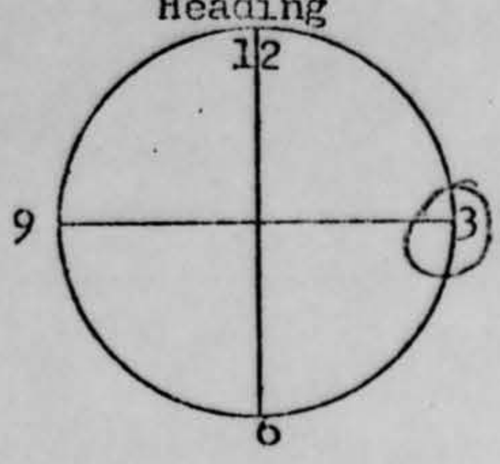
If a local area chart is not available, roughly sketch in the area of the sighting showing latitude and longitude. Then plot the flight path of your aircraft and the flight path of the object. Put in prominent landmarks as necessary.



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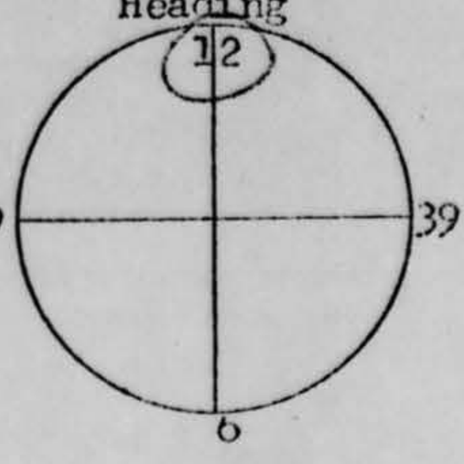
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

180°
Heading



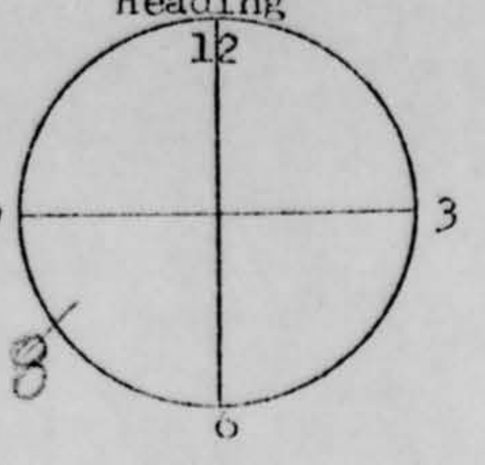
(Circle one)
HIGH
LOW
LEVEL

270°
Heading

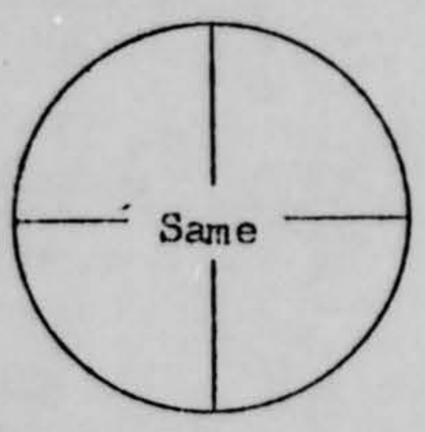


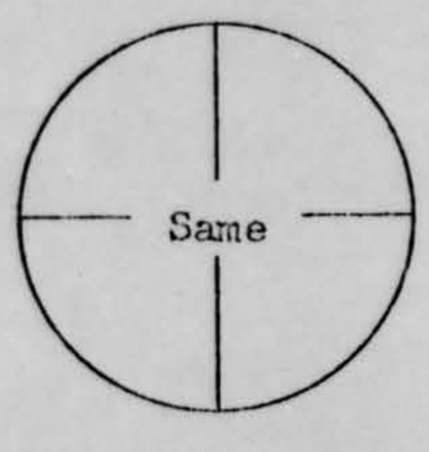
(Circle one)
HIGH
LOW
LEVEL

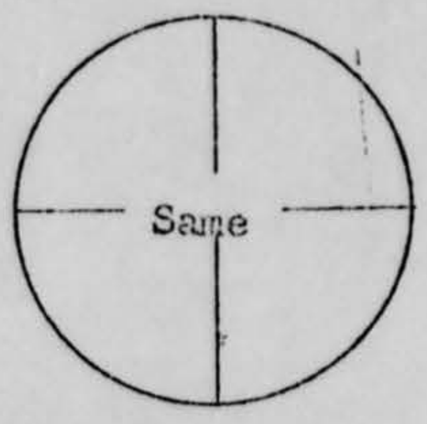
040°
Heading



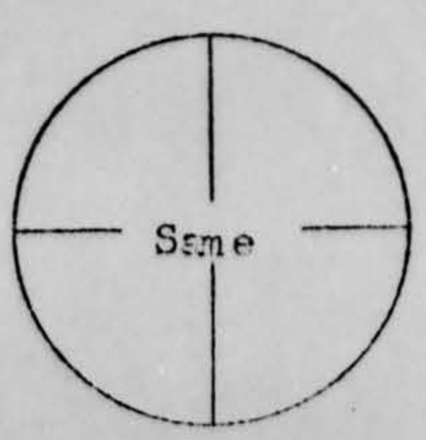
(Circle one)
HIGH
LOW
LEVEL

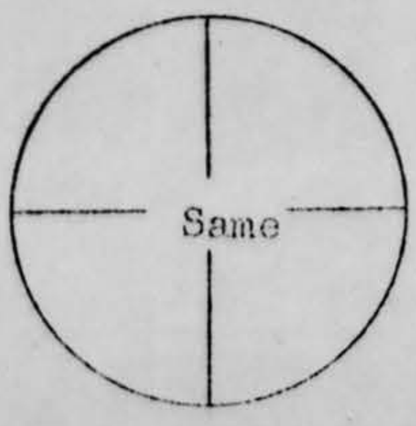


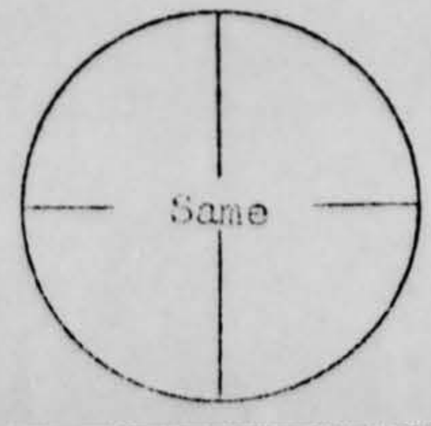




ON ANY HEADING LIGHT. APPEARED TO THE WEST







UNCLASSIFIED

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

LIGHT WAS NOTED AFTER RED #1 (F-102) REPORTED IT. UPON HEADING TOWARD IT I BELIEVED IT TO BE A LIGHT FROM AN UNKNOWN SOURCE WHICH COULD NOT BE INTERRUPTED ANY MORE THAN A PLANET OR STAR COULD BE. MY OPINION WAS INFLUENCED BY A PREVIOUS SIGHTING OF A SIMULAR LIGHT (WHICH WAS MISTOOK FOR AN AIRCRAFT FOR A SHORT PERIOD OF TIME) ON 1 MAR-57.

[redacted]

Capt. USAF

[redacted]

UNCLASSIFIED

[redacted]

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? AIRCREW

Age 34 Sex M

Please indicate any special educational training that you have had.

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

48. Date you completed this questionaire?:

16 MARCH 59
Day Month Year

ROUTING | COORDINATION

AFCIN-4
AFCIN-4X2b
AFCIN-4X2c
AFCIN-4X3
AFCIN-4X4
AFCIN-4X5
AFCIN-4A
AFCIN-4B
AFCIN-4C
AFCIN-4D
AFCIN-4E
4 [illegible]
4 [illegible]
AFCIN-4F
OTHERS

AFCIN-4E/Lg/Maj Friend/ac
69216/Bldg 26[illegible]
Typed 23 Mar 59

FILE CLASS:
OFFICIAL FILE COPY

OFFICE OF RECORD

24 MAR 1959

AFCIN-4E

SUBJECT: Radar Scope Film

TO: 707th Aircraft Control and Warning Squadron (ADC)
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:

1 Incl:
Dup Radar
Scope Film

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

PERM
TEMP
90 DAYS
INITIAL

[illegible]

ATIC FORM 144 (REV 10 SEP 57) ROUTING AND COORDINATION SHEET

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

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

Classification Cancelled
(or Changed to ____)
By Authority of ____
By ____
Date 2-9-60

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.

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

18—55670-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted]

(CLASSIFICATION)

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	D7-UFOB-2-59	PART FIVE PAGE 12 OF 13 PAGES

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)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

UNCLASSIFIED

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[redacted]

(CLASSIFICATION)

57Cd13-365A

18—85570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

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

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 AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

DOWNGRADED
DECLASSIFIED

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.

[redacted]

(CLASSIFICATION)

Declassified Per Document Log #2-59-12.3-365A

16—55870-1 ☆U. S. GOVERNMENT PRINTING OFFICE: 1951 O—918739

"O.K." Action Det 7
10866

Encl #1
DJ-UFOB-2-59

Ltr to 1006TH

Info:

UNCLASSIFIED
PP RJEDMG
DE ROWFBD 68B
P 230153Z
FM FLT SVC CEN LOWRY AFB COLO
TO DET 7 1006TH AISS
BT
UNCLASSIFIED FROM LFSC-C-L7 REFERENCE YOUR MESSAGE UNCL AISD7-012 DTG 171500Z RESEARCH OF OUR FLIGHT SERVICE CENTER RECORDS FAILED TO REVEAL ANY AIRCRAFT ACTIVITY IN THE VICINITY OF T[illegible] UFO SIGHTINGS DURING THE DATES AND TIMES SPECIFIED. UPON CHECKING WITH THE AIR FORCE UNIT AT DULUTH MUNICIPAL AIRPORT [illegible]. WE LEARNED THAT THEY HAD A T-19 FLYING LOCALLY DURING THE HOURS [illegible] TO 13/0324Z MAR
BT
BT
[illegible]/2315Z MAR ROWFBD

Incl # 2
D7-UFOB-2-59

ØØ??Z 13 MARCH 1959

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

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 ØXXXX 30893 98999 ØXXX 25283 01999 ØXXXX
20762 98996 032//85/5/
CORR TO ABV
20762 98996 ØXXXX 15384 00998 ØXXXX 10250 00994 ØXXXX

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 ⊕8↑4 08↗→
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

(Rev. 1-1-55)

SURFACE WEATHER OBSERVATIONS

STATION [illegible] DATE MAR 13 1959

TYPE 1	TIME (CST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS. (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (inHg) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13	OBSERVERS INITIALS 15
L	0011	12 ⊕ M 21 ⊕	15+										JC
L	0	5 ⊕ M 10 ⊕	12	S-	075	25	17	↖	7		762	5850	JC
S2	0112	[illegible]	3	S-				↖	6				FIBR JC
23	0113	[illegible]	1½	S-				↑↖	8			VSBY 1¾ RAPY OY	JC
Sy	0130	10 ⊕ M 45 ⊕	6	S-				↑↖	6				JC
F	0135	15 ⊕ M 45 ⊕	7	S-	071	23	17	↖	8		766		JC
L	0145	M 12 ⊕	7	S-SE-	064	24	20	←	8		764	722 15 XX	JC
SL	0152	M 14 ⊕	7	S-SP-				← ↖	8				JC
K	0225	15 ⊕ M 25 ⊕	10	S-	054	24	20	←	8		762		JC
S	0	FA 12 ⊕	10	S-				←					JC
L	0250	[illegible] ⊕	12	S-	027	24	20	↖	9		760		JC
L	[illegible]	M [illegible] ⊕	[illegible]	[illegible]	044	[illegible]	[illegible]	↑	[illegible]		758	964 07	[illegible]
L	0	13 ⊕ M [illegible] ⊕	12		044	25	22	↑↖	7		758	SE45	JC
Ry	0312	15 ⊕ M 15 ⊕	12		041	27	23	↑	8		757		JC
[illegible]	[illegible]	[illegible]	15					↑	10				[illegible]
K	0327	M 11 ⊕	12		037	28	23	↑	10		757	672 [illegible]	JC
L	0331	M 12 ⊕	12										JC
XY	0345	M 12 ⊕	15		034	30	23	↑	8		756	THIN [illegible]	JC
L	[illegible]	[illegible]										[illegible]	[illegible]
K	0359	M [illegible]	15+		031	32	24	↑	12		755		JC
L2	0400	[illegible]	[illegible]					↑↗	12				JC
C	0410	[illegible]	15+		027	31	25	↑	8		754		JC
K	0425	25 ⊕	15+		020	28	25	↑	12		752		JC
12	0431	2 [illegible] ⊕	15+		014	41	27	↑	12		750		JC
N	0440	M [illegible] ⊕	15+		010	43	29	↗	12		750	210 1100	JC
K	0455	8 ⊕	15+		001	45	29	→	13		749		JC
L	0459	⊕	15+										[illegible]
K	0508	⊕	15+		014	41	29	→↘	17		750		JC
L	0514	⊕	15+		021	37	31	→	15		751		JC
TR	0524	⊕	15+		017	32	25	→	10		754		JC
R	0529	⊕	15+		024	29	25	→↘	12		756		JC
R	0533	⊕	15+		034	27	23	→↘	11		757	310	JC
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
K	0550	⊕	15+		055	26	[illegible]	→↘	[illegible]		760		JC
K	0556	⊕	15+		064	24	[illegible]	→↘	[illegible]		760		JC

SYNOPTIC OBSERVATIONS

TIME (GMT) 41	TIME (LST) 42	NO 43	PRECIP (ins) 44	SNOW FALL (ins) 45	SNOW DEPTH (ins) 46	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE & DIR. 51	SWELL HGT & DIR 52	SWELL PERIOD 53	SURF H_s H_1 H_2 P_s P_1 P_2 D_s D_1 D_2 54	WATER TEMP. 55	SOIL TEMP 56	57	58
	MID TO 05		T	0.1		25	23										
	05-11	1	T	0.1	3	25	23		3								
	11-17	2	T	0.1	2	39	24		4						53		
	17-23	3	0	0	2	44	33		1/2								
	23-MID	4	0	0	2	37	27		4								
	MID		0	0	8	27	27										

STATION PRESSURE COMPUTATIONS

TIME (LST) 59	0545	1117	1710	2347
ATT THERM 60				
OBSVD BAR 61				
TOTAL CORR 62				
STA PRESS 63	28.10	28.05	28.00	28.10
BAROGRAPH 64	28.1	28.06	28.04	28.10
BAR CORR 65	0	.005	+.01	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP. (°F) 66	24-HR MIN TEMP (°F) 67	24-HR PRECIP WATER EQUIV (ins) 68	24-HR SNOWFALL UNMLTD. (ins) 69	SNOW DEPTH (ins) 70	PEAK GUST SPEED (mph) 71	PEAK GUST DIRECTION 72	PEAK GUST TIME (LST) 73	THICKNESS OF ICE ON WATER (ins) 74	FROZEN GRND LAYER (ins) TOP 75	FROZEN GRND LAYER (ins) BASE 76	RIVER GAGE 77	24-HR MAX R.H. 78	24-HR MIN R.H. 79	PILOT BALL 80	81
44	23	T	0.2	7								88	35	1.50	

PRECIP & THDRSTM 82	BEGAN 83	ENDED 84	DUR 85 (hrs) (mins)	OBSTR TO VIS 86	BEGAN 87	ENDED 88	DUR 89 (hrs) (mins)
S-	0050	0615					
SP-	0245	0356					

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0601 SUNSET 1648

0000: 1.42
0530: 1.42
1130 & 1730: 1.42
2330: 1.42
0000: 1.42

22W 1728

2nd #3

D7-VFOB-2-57

A. F. FORM 1030 B

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

ARAN 10 B

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 0 1956

TIME (LST) 16	STATION PRESSURE (ins) 17	DRY BULB (°F) 18	WET BULB (°F) 19	REL. HUMIDITY (%) 20	TOTAL SKY COVER 21	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 22	TYPE & DIR 23	HEIGHT 24	SECOND LAYER AMT 25	TYPE & DIR 26	HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER AMT 29	TYPE & DIR 30	HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT 33	TYPE & DIR 34	HEIGHT 35	TOTAL OPAQUE SKY COVER 36	PRESSURE TENDENCY 37	NET 3-HR CHANGE 38	PRECIP (ins) 39	SNOW (ins) 40
0035	28.110	25.0	22.7	72	10	5	Fs	5	5	ST	m10	10	W				W			10			T	
0155	28.100	23.3	21.8	77	10	8	ST	10	8	Sc	m12	10	W				W			10			T	
0255	28.115	23.8	23.0	86	10	10	Sc	m18	W				W				W			10	7	.065	T	
0355	28.12	23.8	23.0	86	10	5	Sc	15	5	Sc	m25	10	W				W			10			T	
0455	28.120	23.2	22.0	86	10	10	Sc	m12	W				W				W			10			T	
0555	28.100	23.4	22.0	86	10	6	Sc	m12	4	Sc	25	10	W				W			10	7	.055	T	
0653	28.100	25.2	24.4	89	10	3	Sc	12	7	Sc	m20	10	W				W			10			T	0
0758	28.090	26.6	25.7	88	10	1	Sc	13	9	Sc	m18	10	W				W			10				0
0858	28.090	28.0	26.4	80	10	10	St	m11	W				W				W			10	6	.08		0
0955	28.080	28.5	27.5	77	10	7	Sc	m10	W				W				W			10				0
1057	28.070	31.4	29.0	73	7	7	5	m16	0			7	0			2	0			7				15
1155	28.060	33.8	30.3	68	3	3	Cu	40	0			3	0			3	0			3	1	.03		60
1255	28.040	36.0	33.7	67	3	3	Cu	25	0			3	0			3	0			3				60
1352	28.031	40.1	35.3	58	3	3	Cu	25	0			3	0			3	0			3				60
1455	28.020	43.0	35.5	47	3	3	Cu	45	0			3	0			3	0			3	1	.03		60
1557	28.030	44.0	34.8	37	2	2	Cu	50	0			2	0			2	0			2				60
1655	28.050	41.2	33.1	40	0	0	Cu	50	0			0	0			0	0			0				60
1751	28.080	39.2	30.3	35	0	0	Sc	60	0			0	0			0	0			0	3	.01		60
1855	28.100	35.2	28.8	44	0	0			0			0	0			0	0			0				10
1954	28.100	34.0	28.0	45	0	0			0			0	0			0	0			0				
2053	28.110	31.1	27.2	60	0	0			0			0	0			0	0			0	3	.60		
2152	28.120	29.2	26.1	65	0	0			0			0	0			0	0			0				
2250	28.130	28.1	25.1	67	0	0			0			0	0			0	0			0				
2348	28.140	27.2	25.1	74	0	0			0			0	0			0	0			0	3	.05		

SYNOPTIC OBSERVATIONS

TIME (GMT) 41	TIME (LST) 42	PRECIP (ins) 43	SNOW (ins) 44	SNOW DEPTH (ins) 45	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT. 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE 51	SWELL DIR 52	SWELL HGT 53	SWELL PERIOD 54	SURF H_s 55	SURF T_s 56	SURF D_s 57	WATER TEMP 58	SOIL TEMP 59	60	61
05	00				21	2													
10	05				35	2		1											
15	10																		
20	15	T	0.1																
01	20				54	24		4								33			
07	01	0			44	12		6											

STATION PRESSURE COMPUTATIONS

TIME (LST) 16	0095	1117	1718	2347
ATS THERM 40				
CORR MAP 41				
MERC CORR 42				
STA P 43	28.11	28.08	28.13	28.10
SEA P 44	29.71	29.68	29.73	29.70

DLHA1 DLH 0002 13 MARCH 1959

STC 555 23029 35(2 57667 02318 77943 65785((55752 74772
83151 40283 35302 33357 37013 88999-9XXXX 23531 57789 XXXXX
03763 05994 9XXXX 15379 33993 9XXXX 10253 55999 9XXXX

55555 00972 02591 11962 01523 22732 52532 53731 57745 44573
06304 55653 67756 56643 65773 10171 33002 XXXXX 13

UV STC 23938 22205 2203 42209 2599 52512 2913 32924 3924 73903
3139 43244 53247 33351 33351 53367

65523 05736 00996 02213 01995

5555 77571 90931 56566 27309 21705 01001

INL 9999Z 13 MARCH 1959 MISSING THIS STA

1200Z 13 MARCH 1959

STC 655 11012 35433 52555 03022 7703- 62764 0301_ 50749 77007
7905 40263 90990 0XXXX 30393 93990 0XXX 25233 01009 2XXXX
20762 93996 332//35/5/
CORR TO ABV
20762 93996 0XXXX 19334 00997 9XXXX 10250 00004 0X XXX

55555 00956 51541 11836 52550 2753 577-0 33531 7A 2L 44955
73363 10171 33602 XXXXX 07

UW STC 11940 22412 2315 -24-- 2925 32925 2927 02953 0314 3274
2955 43933 53067 72936

STC 65511 05733 01997 02205 00903
66666 13500 15397 04203 01501

UW STC 11 XNTD

INL 747 12004 35425 55553 02730 70017 65775 0274 3274 55915
02631 40227 93993 02335 30356 95993 02340 23252 07107 02755
20737 95994 02333 15355 95999 23033 10241 93993 55113

55555 00957 53555 11329 53574 02753 00656 55507 65775 42553
73333 10171 24095 12735 05

UW INL 12941 21910 2122 42724 2024 52923 2343

INL 74712 05753 93999 00713

55555 55436 39004 55566 12399 04707

UW INL 99997 00913

0000Z 14 MARCH 1959

UNCLASSIFIED

AFCIN-[illegible] [illegible]j Friond/ac
69216/Bldg 263
Typed 29 Apr 59

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

AFOIN-4E 1st Ind.

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

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

The subject UFO report is presently being investigated by the 1006th AISS. As soon as this Center receives the report of investigation 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

DOWNGRADED AT [illegible] YEARS.

Classification cancelled
(or changed to UNCLAS)
Authority: Quartermaster Col, USAF
By: UFDPT (AFO)
Date: 27 Jan 69
AR 380-5 Para 1-43b

UNCLASSIFIED

WBAN 10A

(Rev 1-1-55)

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 13 1958

TYPE 1	TIME (LST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS. (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (ins) 12	REMARKS AND SUPPLEMENTAL DATA 13 14 15	OBSERVERS INITIALS 16
L	0011	13⊕M21⊕	15+										JP
L		5⊕M10⊕	12	S-	075	25	17	↖	7		761	SE50	JP
S2	0112	[illegible]						↖	6			FIRE	JP
S3	0117	[illegible]	1½	S-				↑↖	8			Visby 1¾ Rain Oc	JP
S4	0130	10⊕M45⊕	6	S-				↑↖	6				JP
L	0155	10⊕M12⊕	7	S-	071	33	17	↖	8		766		JP
L	[illegible]	M12⊕	7	S-S0-	064	29	20	← ↖	8		764	72 15 00	JP
S1	2130	M12⊕	7	S-S0-				← ↖	6				JP
L	2230	15⊕M25⊕	10	S-	064	24	20	← ↖	8		762		JP
S1	2300	M12⊕	10	S-				← ↖	6				JP
L	0000	⊖	12	S-	1[illegible]	21	20	↖	9		764		JP
L	0030	M1 ⊕ ⊕	1								762	1049	JP
L	0100	13⊕M[illegible]⊕	12		0[illegible]	23	22	↑ ↖	7		761	[illegible]	JP
L	0130	15⊕M[illegible]⊕	12		0[illegible]	23	22	↑ ↖	9		761		JP
S1	0200	[illegible]	12										JP
L	0230	M12⊕	12										JP
XS	0255	M12⊕	15		039	30	22	↑	8		756	TW [illegible]	JP
L	0300	M12⊕	15									[illegible]	JP
L	0317	M12⊕	15+		021	32	21	↑	8		753		JP
L	0330	[illegible]	15+					↑ ↑	10				JP
L	0400	[illegible]	15+		9[illegible]	[illegible]	[illegible]	↑ ↑	8		754		JP
L	0430	[illegible]	15+		[illegible]	[illegible]	[illegible]	↑ ↑	12		752		JP
L	0500	[illegible]	15+		[illegible]	[illegible]	[illegible]	↑ ↑	12		751	2[illegible] [illegible]	JP
L	0530	[illegible]	15+		[illegible]	[illegible]	[illegible]	↑ ↑	13		749		JP
S1	0555	[illegible]	15+										JP
L	0600	[illegible]	15+		0[illegible]	41	37	→ →	12		750		JP
L	0630	[illegible]	15+		0[illegible]	3[illegible]	[illegible]	→ →	10		751		JP
L	0700	[illegible]	15+		0[illegible]	[illegible]	35	→ →	8		750		JP
L	0730	[illegible]	15+		[illegible]	34	35	→ →	12		750		JP
L	0800	C	15+		0[illegible]	31	[illegible]	→ →	11		750	2 2 C	JP
L	[illegible]	[illegible]	15+		[illegible]	[illegible]	[illegible]	→ →	12		749		JP
L	0900	[illegible]	15+		[illegible]	35	[illegible]	→ →	12		749		JP
L	0930	[illegible]	15+		0[illegible]	37	[illegible]	→ →	12		749		JP

WBAN 10A

(Rev. 1-1-55)

U.S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION [illegible] DATE MAR 13 1950

TYPE 1	TIME (CST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIM ETER SET (ins) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13	13A	13B	OBSERVERS INITIALS 15
L	0011	13⊕M2 1⊕	15+												JC
L		5⊕M10⊕	12	S-	075	25	17	↖	7		967	SE50			JB
S2	0112	K ⊕	2	S-				↖	6					FIBI	JB
S3	0117	F ⊕	1½	S-				↑↖	8			V: BY 1 3/4 RADAY 07			JC
S4	0137	10⊕M45⊕	6	S-				↑↖	6						JC
L	0155	10⊕M12⊕	7	S-	071	23	17	↖	6		966				JC
L	0202	M12⊕	7	S-SP-	064	24	20	← ↖	8		964	722 15 XX			JB
SL	0213	M14⊕	7	S-SP-				← ↖	6						JB
L	0220	15⊕M25⊕	10	S-	054	24	20	← ↖	8		962				JC
S4	0241	M12⊕	10	S-				← ↖	5						JC
L	0250	M⊕	12	S-	042	24	20	↖	9		960				JB
L	0300	M⊕⊕	12	S-	044	24	20	↖	6		958	1646 9			JC
L	0311	13⊕M20⊕	12		044	25	22	↑↖	7		958	SE45			JB
L	0320	15⊕M15⊕	12		041	27	23	↑	8		957				JB
L	0330	M⊕	15					↑	10						JC
K	0338	M11⊕	12		037	28	23	↑	10		959	6+2 1 6 XX			JC
L	0351	M12⊕	12												JC
SK	0358	M12⊕	15		034	30	23	↑	8		956	THIN LAYER OVER			JC
L	0411	M⊕	15												JC
K	0421	M⊕	15+		031	32	24	↑	12		952				JC
L3	0440	⊕	15					↑	12						JC
L	0450	20⊕	15+		021	32	23	↑	8		951				JC
L	0501	25⊕	15+		020	28	19	↑	10		952				JC
K	0511	30⊕	15+		014	41	27	↑	10		951				JC
K	0545	40⊕	15+		010	43	29	↑	12		950	210 1100			JC
K	0557	50⊕	15+		007	42	31	↑	12		949				JC
L	0630	⊕	15+												JC
R	0638	⊕	15+		014	41	29	→ ↘	17		950				JC
R	0700	⊕	15+		017	37	24	→	15		953				JC
R	0711	⊕	15+		022	35	25	→	10		954				JC
R	0720	⊕	15+		024	34	25	→ ↘	12		956				JC
R	0730	⊕	15+		029	31	23	→ ↘	11		959	220			JC
R	0740	⊕	20		033	30	22	→ ↘	14		961				JC
R	0750	⊕	15+		035	29	23	→ ↘	13		963				JC
R	0800	⊕	15+		041	27	21	→ ↘	11		964				JC

SYNOPTIC OBSERVATIONS

| | | |

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 9 [illegible]

TIME (LST)	STATION PRESS. (mb)	DRY BULB (°F)	WET BULB (°F)	REL. HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	LOWEST LAYER TYPE & DIR	LOWEST LAYER HEIGHT	SECOND LAYER AMT	SECOND LAYER TYPE & DIR	SECOND LAYER HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	THIRD LAYER TYPE & DIR	THIRD LAYER HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT	FOURTH LAYER TYPE & DIR	FOURTH LAYER HEIGHT	TOTAL OPAQUE SKY COVER	PRECIP. IN.	NET 3 - HR CHANGE	PRESS. CHANGE	PRESS. TEND.
6	7	8	9	10	11	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
0051	23.0	25.0	22.9	72	10	5	B	5	5	ST	m10	10	w				w			10			7	
0153	2				10				5	St	m12	10	w				w			10			T	
0253	2	2	23	86	10	10		m16	w				w				w			10		7 .065	T	
0353	2	2	23	86	10	5		15	5		m25	10	w				w			10			T	
0453	2	0	23		10	10		m12	w				w				w			10			T	
0553	2		23		10			m12	9		25	10	w				w			10		7 .055	T	
0653	2		25.2	2	10	7		17	7		m10	10	w				w			10			T	0
0753	2	2	25.7	88	10	7		13	7		M18	10	w				w			10				0
0853	28.100	2		80		10	ST	m	w				w				w			10				0
0953	2	2	25	77	10			m10												10				0
1053				73	7				0			2	0			2	0			5				10
				63	3				0			3	0			3	0			3				40
1253				67	3				0			3	0			3	0			3				40
1353	28.131			58	3				0			3	0			3	0			3				40
1453	28	4	25.5	47	3				0			3	0			3	0			3				40
1553	28	4	4	37	1																			
1653	28	4	23.1	40	0	0			0			0	0			0	0			0				60
1753	28	4	24.2	35	0				0			0	0			0	0			0		3		60
1853	28.60	4	23.2	44																				
1953				45																				
2053	28.110	3	27.2	60	0	0			0			0	0			0	0			0		3.60		
2153				63																				
2253				69																				
2353	28.5	37.2	25.1	54																				

SYNOPTIC OBSERVATIONS

(mb)	(mb)	(mb)	(mb)	SNOW (in.)	SNOW DEPTH (in.)	MAX. TEMP. (°F)	MIN. TEMP. (°F)	HOT RAD. MB SURFACE	STATE OF GRND.	SEA STATE	SEA SWELL DIR.	SWELL STATE	SWELL PERIOD	SURF. H_s	SURF. H_1	SURF. D_1	WATER TEMP.	SOIL TEMP.
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
						7												
						25			1									
						44			4									

STC0000Z 13 MARC

STC 655 23029 35452 57657 32313 70940 55735 03024 30762 74779
03151 40273 55392 03867 30913 00009 9XXXX 03391 37703 9XXXX
0768 05504 9XXXX 15379 00093 9XXXX 17259 97999 9XXXX

55555 00072 02591 11062 01523 22032 52534 55771 60745 44632
66304 55553 67755 55543 65705 10171 55739 XXXXX 13

UW STC 23953 22205 2203 42200 2300 62514 4913 52024 3224 83707
3139 43244 63247 73051 73751 53757

53523 35756 70995 72213 71995

5555 77571 93931 66666 23709 21703 01002

INL 9999Z 13 MARCH 1959 MISSING DATA SIA

1200Z 13 MARCH 1959

STC 655 11012 35433 52555 03042 7103- 52764 23529 50749 77207
07905 40263 99999 9XXXX 30393 97999 9XXX 05283 71999 9XXXX
20762 93996 032// 35/5/
CORR TO ADV
20762 93996 9XXXX 15334 00007 9XXXX 15257 00994 9XXXX

55555 03956 51541 11336 52559 2753 377-9 35571 74329 44066
73563 10171 33602 YXXXX 77

UW STC 11943 22412 2315.-44-- 2925 32025 2927 72951 9714 774-
22935 45937 63067 72995

STC 65511 05733 01993 02203 07999
66666 18500 16397 04203 01501

UW STC 11 YMTD

INL 747 12704 35425 55553 02731 70017 05775 04724 50725 73515
02631 40267 93993 07375 50756 05993 02342 2624- 07207 [illegible]
20737 93994 02833 15353 [illegible] 10241 99995 [illegible]

55555 00957 55553 11349 55574 20731 03552 [illegible] 63775 44063
73357 10171 24003 12735 73

UW INL 10941 21019 2125 42724 2024 [illegible]

INL 74712 73757 03999 70712

55555 55456 99904 56666 1[illegible]

UW INL 99997 00915

WBAN 10A

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

(Rev. 1-1-55)

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DATE MAR 13 1959

TYPE 1	TIME (LST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS. (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (ins) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13 14A 14B	OBSERVERS INITIALS 15
L	0011	13⊕M21⊕	154										JC
K1	03	5⊕M10⊕	12	S-	075	25	17	↖	7		767	S850	JR
S2	0112	6 8X	3	S-				↖	6			FIBR	JS
S3	0117	1 2X	1 1/2	S-				↑↖	8			VSBY 1 3/4 RWOY 09	JR
S4	0132	10⊕M45⊕	6	S-				↑↖	6				JR
K	0155	10⊕M12⊕	7	S-	071	23	17	↖	8		766		JC
K	0225	M12⊕	7	S-SP-	064	24	20	← ↑	8		964	722 15XX	JR
S	0231	M14⊕	7	S-SP-				← ↖	8				JR
K3	0250	15⊕M25⊕	10	S-	054	24	20	← ↑	8		962		JR
S	0315	M12⊕	10	S-				← ↑	8				JR
K	0325	M12⊕	12	S-	042	24	20	↖	9		764		JR
K	0345	M12⊕	12	S-	041	24	20	↖	8		758	90409	JR
K1	0400	13⊕M20⊕	12		044	25	22	↑↖	7		758	SE45	JR
K10	0425	13⊕M15⊕	12		041	27	23	↑	8		757		JR
K11	0432	M12⊕	15					↑	10			3	JR
K	0455	M11⊕	12		037	28	23	↑	10		759	6X9 16XX	JR
L	0501	M12⊕	12										JR
K12	0525	M12⊕	15		034	30	23	↑	8		756	THN SCTD CIRRUS	JR
L	0532	M10⊕	10									SCTD	JR
S	0547	M11⊕	15+		031	32	24	↑	5		755		JR
L3	0610	12⊕	15+					↑↗	12				JR
K	0625	20⊕	15+		027	37	23	↑↗	8		754		JR
K	0655	25⊕	15+		020	38	28	↑↗	13		752		JR
K	0717	25⊕	15+		014	41	27	↑↗	12		752		JR
K	0745	45⊕	15+		010	43	29	↗	12		750	710 1100	JR
K	0755	50⊕	15+		007	45	29	↗	13		749		JR
L	1631	⊕	15+										CC
K	1658	⊕	15+		014	41	19	→ ↘	17		750		CC
K	0715	⊕	15+		025	37	24	→	15		752		CC
K	1851	⊕	15+		017	35	25	→	10		754		CC
K	1954	⊕	15+		034	34	25	→ ↘	12		756		CC
K	0053	⊕	15+		044	31	27	→ ↘	11		757	320	CC
K	0150		15+		051	30	27	→ ↘	14		761		CC
K	0250	⊕	15+		055	28	27	→ ↘	12		763		CC
K	0350	⊕	15+		061	27	24	→ ↘	11		764		CC

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

MWAN 10-8

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 1 19[illegible]

REL HUM	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA												TOTAL OPAQUE SKY COVER	PRESSURE TENDENCY	NET 3-HR CHANGE		
		LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER					
		AMT 22	TYPE & DIR 23	HEIGHT 24	AMT 25	TYPE & DIR 26	HEIGHT 27	28	AMT 29	TYPE & DIR 30	HEIGHT 31	32	AMT 33	TYPE & DIR 34	HEIGHT 35	36	37	38	39	40
72	10	5 Ps	5		5 St	M10	10	10								10			T	
	10	5		10	5 Sc	M12	10	10								10			T	
56	10	10		M16												10	7	.065	T	
36	10	5		10		M25	10	10								10			T	
	10	10		M12												10			T	
				M12	4 Sc	25	10	10								10	7	.52	T	
	10	3		12	7 Sc	M20	10	10								10			T	0
91	10	1 Sc		12	9 Sc	M18	10	10								10				0
80	10	10		M	"			"								"				0
71				M10	"			"								10				0
15	1	1		20	0			1	0			1	0			1				15
60	3	3		20	0			3	0			3	0			3	1	.33		60
61	3	3		25	0			3	0			3	0			3				60
58	3	3		25	0			3	0			3	0			3				60
47	3	3		45	0			3	0			3	0			3				60
57	2	2		50	0			2	0			2	0			2				60
40	0	0		50	0			0	0			0	0			0				60
35	0	0		50	0			0	0			0	0			0	3	.[illegible]		60
[illegible]																				10
[illegible]																				
[illegible]																				
[illegible]																				
64																				
[illegible]																				
[illegible]																				

SYNOPTIC OBSERVATIONS

MAX TEMP 41	MIN TEMP 42	HGT WB SURFACE 43	STATE OF GRND 50	SEA STATE & DIR 51	SWELL HGT & DIR 52	SWELL PERIOD 53	SURF H_s M_s	SURF H_s P_s D_s	WATER TEMP 55	SOIL TEMP 56	57	58
72	27		1									
63	47		4						55			
44	43		6									
51	40		6									
8	27	27										

STATION PRESSURE COMPUTATIONS

TIME (EST) 66	0545 1147 1720 2347
ST. THERM 67	
AIR-D BLR 68	
TOTAL CORR 69	
STA PRESS 70	28.60 [illegible]
M SEA PRESS 71	29.[illegible] [illegible]
BAR CORR 72	0 [illegible] 0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

PEAK GUST: DIR 73, SPEED (MPH) 74, TIME (EST) 75

SNOW, ICE PELLETS (INCHES) 76

FROZEN GRND: LAYER (INCHES) 77, RIVER 78

24-HR PRECIP (INCHES) 79

24-HR SNOW, ICE PELLETS (INCHES) 80

PRECIP & THDRSTM 82	BEGAN 83	ENDED 84	DUR 85 HRS MINS
S - [illegible]			
SP - 0545 0356			

OBSTN TO VIS 86	BEGAN 87	ENDED 88	DUR 89 HRS MINS

WEATHER AND OBSCURING PHENOMENA

SINCE 24 [illegible]

0000: 1.42
0520: 1.77
[illegible]: 1.52
2[illegible]: 1.42
[illegible]00: 1.42

57

A 9 FORM 1130 9

U. S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 1 19[illegible]

TIME (LST) 6	STATION PRESSURE (ins) 7	DRY BULB (°F) 10	WET BULB (°F) 9	REL HUMIDITY (%) 12	TOTAL SKY COVER 21	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 22	TYPE & DIR 23	HEIGHT 24	SECOND LAYER AMT 25	TYPE & DIR 26	HEIGHT 27	OBSCURATION TOTAL 28	THIRD LAYER AMT 29	TYPE & DIR 30	HEIGHT 31	OBSCURATION TOTAL 32	FOURTH LAYER AMT 33	TYPE & DIR 34	HEIGHT 35	TOTAL OPAQUE SKY COVER 36
0051	2[illegible]	25.0	22.8	72	10	5	Fr	5	5	ST	m10	10	10				10			1
0155	2[illegible]	23.8	21.8	77	10	5	ST	10	5	Sc	m12	10	10				10			1
0255	25[illegible]	23.2	23.0	96	10	10	Sc	m15	10				10				10			1
0355	24[illegible]	25.6	23.0	86	10	5	[illegible]	15	5	Sc	m25	10	10				10			1
0455	25[illegible]	23[illegible]	[illegible]	[illegible]	10	10	Sc	ra12	10				10				10			1
0555	25[illegible]	22[illegible]	[illegible]	[illegible]	10	[illegible]		m12	9	Sc	25	10	10				10			1
0655	25[illegible]	25.2	24.4	89	10	3		12	7	Sc	m10	10	10				10			1
0755	25[illegible]	26.5	25.7	93	10	1	Sc	12	9	Sc	m18	10	10				10			1
0855	25[illegible]	28.6	24.4	80	10	10	St	m1	[illegible]				[illegible]				[illegible]			[illegible]
0955	25[illegible]	29.5	24.1	71	[illegible]	[illegible]		m10	[illegible]				[illegible]				[illegible]			[illegible]
1055	[illegible]	[illegible]	[illegible]	75	7	[illegible]		[illegible]	0			7	0			7	0			[illegible]
1155	[illegible]	[illegible]	[illegible]	67	3	[illegible]		[illegible]	0			3	0			3	0			[illegible]
1255	[illegible]	[illegible]	[illegible]	67	3	[illegible]		[illegible]	0			3	0			3	0			[illegible]
1355	25.03	[illegible]	[illegible]	53	3	[illegible]		25	0			3	0			3	0			[illegible]
1455	25.0[illegible]	42.0	35.5	47	3	[illegible]		45	0			3	0			3	0			[illegible]
1555	[illegible]	44.0	34.0	37	2	2		50	0			2	0			2	0			[illegible]
1655	26.00	41.2	33.1	40	0	0	Cu	50	0			0	0			0	0			0
1755	[illegible]	39.2	[illegible]	35	0	[illegible]		[illegible]	0			0	0			0	0			0
1855	26.60	[illegible]	26.5	44	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]
1955	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]
2055	28.10	[illegible]	27.2	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]
2155	[illegible]	[illegible]	[illegible]	67	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]
2255	[illegible]	[illegible]	[illegible]	69	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]
2355	25.62	27.2	25.1	74	[illegible]	[illegible]		[illegible]	[illegible]			[illegible]	[illegible]			[illegible]	[illegible]			[illegible]

SYNOPTIC OBSERVATIONS

WX 41	TYPE ST 42	AMT 43	PRECIP 44	SNOW FALL (ins) 45	SN & DEPTH (ins) 46	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE 51	SEA SWELL DIR 52	SWELL HGT & PERIOD 53	SURF H_1 H_2 M_1 P_1 D_1 54	WATER TEMP 55	SOIL TEMP 56	57	58	STA 59
MO																		TIME (LST) 59
05						72	27											DRY THERM 61
[illegible]						65	47		1									WBPD BAR 61
[illegible]	7	[illegible]	1			54	34		6						53			TOTAL CORR 62
[illegible]	0					44	43		6									STA PRESS 63
[illegible]	0					51	27		5									HYGROGRAPH 64
MO		0	0	0	8	27	27											SAN CORR 65

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

6-HR 06 MAX	6-HR 06 MIN	6-HR 06 PRECIP	6-HR 06 SNOWFALL	PEAK GUST SPEED	PEAK GUST DIR	SNOW DEPTH	ICE ON GROUND	FROZEN GROUND LAYER	RIVER	24-HR 24 PRECIP	24-HR 24 SNOWFALL	PRECIP & THUNDERSTM 72	BEGAN 73	ENDED 74	SUN DUR 55 hrs min

EVAP (IN) 66	TEMP (°F) 67	WATER EQUIV (ins) 68	UNMELTED (ins) 69	SNOW (ins) 70	SNOW DEPTH (ins) 71	DURATION (LST) 72	SN AN WATER (ins) 74	ICE ON GROUND TOP 75	BASE 76	77	R H 78	R H 79	R H 80	R H 81
[illegible]	[illegible]	T	.2	T							[illegible]	35	180	

REMARKS NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE [illegible] SUNSET [illegible]

S- [illegible]

SP- 0.45 0326

[illegible] 1.42

[illegible] 1.17

[illegible] 1.42

[illegible] .42

[illegible] 1.42

[illegible] 1725

Dual #3

D7-UFOB-2-59

STC03002Z 13 MARCH 19

"STC 555 23029 35452 57567 02310 72941 55755 55554 58752 74772
03151 40283 36392 0 967 30017 00000 77777 55
81 27225 75577

28763 05994 0XXXX 15370 00003 XXXX: 10135 99990 XXXXX

55555 00972 02591 11962 01625 02702 02554 00731 58745 46672
66334 55555 67756 56543 53707 17171 55000 XXXXX 13

UW STC 23952 22206 2223 42200 0700 62515 2917 31721 1004 XXXX
23159 43244 53247 35751 07751 55557

65523 05736 00005 02213 01005

55555 77371 00931 56556 23300 21707 01001

INL 9999Z 13 MARCH 1959 MISSING THIS SEA

1200Z 13 MARCH 1959.

STC 555 11012 35433 52555 00022 7005- 52764 0501) 57750 77007
07905 40263 90990 0XXXX 50505 90995 0XXX 05203 01005 0XXXX
20762 90996 052//35/51
CORR TO ADV
20762 90996 0XXXX 15334 00002 0XXXX 10254 00004 7XXXX

55555 00956 51541 11356 52550 2 58 577-0 55581 74722 44456
73963 10171 33602 XXXXX 07

UW STC 11940 22412 2316 -24-- 2025 02025 0027 02053 0304 02--
22955 48933 65067 72993

STC 55511 05733 01007 02205 00008
66666 13500 15397 04203 01501

UW STC 11 YMTD

INL 747 12004 35425 55553 02737 70017 65775 02724 57723 00017
02631 4022 93997 02355 00356 05007 02540 05252 07007 02355
20737 95994 02753 15855 05007 05055 10241 99995 00012

55555 00957 53555 11729 55574 20755 00555 55507 50775 44155
3353 10171 24095 12755 01

UW INL 12941 21019 2122 4274 0724 50407 2525

INL 74712 05733 53555 00712

55555 55456 39004 66666 12700 24772

UW INL 99997 00913

WBAN 10A

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

(Rev. 1-1-55)

STATION [illegible] DATE MAR 13 1954

TYPE 1	TIME (GST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (ins) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13	14A	14B	OBSERVERS INITIALS 15
L	0001	13⊕M21⊕	15+												JC
K	0	50 M10⊕	12	S-	075	25	17	↖	7		961	SC56			JB
S2	0112	K R A	3	S-				↖	6					F16	JB
S3	0111	[illegible]	1½	S-				↑↖	8			VSBY 1¾ RAIN OT			JC
S4	0130	10⊕M45⊕	6	S-				↑↖	6						JC
K	0135	10⊕M12⊕	7	S-	071	23	17	↖	8		966				JB
L	0135	M12⊕	7	S-SP-	064	24	20	← ↖	8		964	723 15 XX			JB
SL	0151	M12⊕	7	S-SP-				← ↖	6						JC
K59	0200	15⊕M25⊕	10	S-	054	24	20	← ↖	8		962				JC
S	0	M12⊕	10	S-				← ↖	6						JB
L	0	M⊕	12	S-	042	24	20	↖	9		960				JB
K	0	M12⊕⊕	12	S-	044	25	22	↑↖	7		958	70409			JB
K	0	13⊕M25⊕	12		044	25	22	↑↖	7		958	SE45			JB
K510	0	13⊕M15⊕	12		041	25	23	↑	8		957				JB
	0	M12⊕	15					↑	10						JB
K	0158	M11⊕	12		037	28	23	↑	10		954	6+2 16X+			JB
L	0151	M12⊕	12												JB
K54	0153	M12⊕	15		034	30	23	↑	8		956	[illegible]			JB
L	0	M⊕	15												JB
S	0157	M1⊕⊕	15+		031	32	24		8		955				JB
L2	0200	M⊕	15+					↑	2						JB
R	0200	M⊕	15+		027	31	23	↑	8		954				JB
S	0155	25⊕	15+		020	28	19	↑	10		952				JB
K	0200	25⊕	15+		014	41	17	↑↗	10		958				JB
K	0145	45⊕	15+		010	43	24	↗	12		956	710 1100			JB
K	0155	15⊕	15+		001	42	19	→	12		944				JB
L	0200	⊕	15+												JB
R	0158	⊕	15+		014	41	19	→↘	17		950				JB
K	0154	⊕	15+		017	32	14	→	15		952				JB
R	0200	⊕	15+		017	32	15	→	10		954				JB
S	0154	⊕	15+		024	34	15	→↘	14		956				JB
K	0152	⊕	15+		044	31	19	→↘	11		957	320			JB
R	0153	⊕	15+		057	30	22	→↘	14		961				JB
R	0159	⊕	15+		053	28	19	→↘	12		963				JB
R	0200	⊕	15+		061	27	20	→↘	11		964				JB

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

[redacted] UNCLASSIFIED

FILE NO.

SUBJECT IR D7-UFOB-2-59

TO AFCIN-4E4g

FROM AFCIN-4E1

DATE 21 Apr 59

COMMENT NO. 1

AFCIN-4Ela/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 Jun 69

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1953 O - 986975

N. B. FORM 1130 B

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 1 19[illegible]

TIME (LST)	STATION PRESSURE (INS)	DRY BULB (°F)	WET BULB (°F)	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	LOWEST LAYER TYPE & DIR	LOWEST LAYER HEIGHT	SECOND LAYER AMT	SECOND LAYER TYPE & DIR	SECOND LAYER HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	THIRD LAYER TYPE & DIR	THIRD LAYER HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT	FOURTH LAYER TYPE & DIR	FOURTH LAYER HEIGHT	TOTAL OPAQ. CLOUDS
5	6	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	
0057	2[illegible]	25.0	22.9	72	10	5	Pk	5	5	ST	m10	10	0				10			
0157	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0257	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0357	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0457	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0557	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0657	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0757	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0857	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
0957	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1057	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1157	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1257	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1357	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1457	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1557	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1657	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1757	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1857	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1957	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2057	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2157	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2257	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2357	2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SYNOPTIC OBSERVATIONS

TIME (LST)	PRESENT WX	PAST WX	SNOW FALL (IN)	SNOW DEPTH (IN)	MAX TEMP (°F)	MIN TEMP (°F)	HGT 850 MB SURFACE	STATE OF GRND	STATE OF SEA & DIR	SWELL HGT & DIR	SWELL PERIOD	SURF H_s H_1 D_s	WATER TEMP	SOIL TEMP		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
MID																
01																
02																
03																
04																
05																
06																
07																
08																
09																
10																
11																
12																
13																
14																
15																
16																
17																
18																
19																
20																
21																
22																
23																

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

MAX TEMP (°F)	MIN TEMP (°F)	PRECIP WATER (IN)	24-HR SNOWFALL UNMELTED (IN)	SNOW DEPTH (IN)	PEAK GUST SPEED (MPH)	PEAK GUST DIRECTION	PEAK GUST TIME (LST)	FROZEN GRND WATER EQUIV (IN)	FROZEN GRND WATER DEPTH OF BASE	RIVER GAGE	24-HR PRECIP MAX (IN)	24-HR PRECIP MIN (IN)	CLIMATOL
58	59	60	61	62	63	64	65	66	67	68	69	70	71

PERSTA

81	82	83	84
S-	0000	0615	
SP-	0745	0930	

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0[illegible] SUNSET 1[illegible]

0000 1.12
0615 1.12
1130 1.12
2200 .12
2400 1.12

2200 1725

Sheet #3

D7-UFOB-2-59

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 3 1955

HOUR	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 22	TYPE B DIR 23	HEIGHT 24	SECOND LAYER AMT 25	TYPE B DIR 26	HEIGHT 27	OBSCURATION TOTAL 28	THIRD LAYER AMT 29	TYPE B DIR 30	HEIGHT 31	OBSCURATION TOTAL 32	FOURTH LAYER AMT 33	TYPE B DIR 34	HEIGHT 35	TOTAL OPAQUE SKY COVER 36	PRESSURE TENDENCY 37	NET 3-HR CHANGE 38	39	40
01	5	Pk	.5	S	ST	m10	10	10				10			10			I	
02				S		m12	10	10										I	
03	10		m12	10				10				10			10	7	.065	I	
04						m25	10											T	
05	10		m12	10														T	
06																7		T	0
07			10			m10	10	10				10			10				0
08	1		10	9		M15	10	10				10			10				0
09	10	ST		10											10				0
10			M10																0
11	7		3	0			7	0			1				7				15
12	3		4	0			3	0			3	0			3	1			60
13	3		25	0			3	0			3	0			3				45
14	3		40	0			3	0			3	0			3				30
15	3		45	0			3	0			3	0			3	2			20
16	7		50	0			7	0			7	0			7				15
17	10		50	0			10	0			10	0			10				60
18	0		50	0			0	0			0	0			0	3			60
19	0		50	0			0	0			0	0			0				10
20	0			0			0	0			0	0			0				
21	0			0			0	0			0	0			0	2	0		
22																			
23																			
24																			

SYNOPTIC OBSERVATIONS

HOUR	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE 51	SEA SWELL HGT DIR 52	SWELL PERIOD 53	SURF H_s H_1 M_1 P_1 D_1 54	WATER TEMP 55	SOIL TEMP 56	57	58
01	28	27										
07	45			3								
13	44	27		6						50		
19	44	23		6								
24	27	27		6								

STATION PRESSURE COMPUTATIONS

TIME (GMT) 59	0015	1147	1710	2347
ATT TEMP 60				
UNCOR BAR 61				
TOTAL CORR 62				
STA PRESS 63	28.42	28.05	28.10	28.46
BAROGRAPH 64	28.[illegible]	[illegible]	[illegible]	28.42
DIF CORR 65	0	.00	.00	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

PEAK GUST DIR 70	SPEED (M.P.H.) 71	TIME (GMT) 72	RUNWAY GRND VISIBILITY (MILES) 73	RUNWAY IN USE 74	RVR (FEET) 75	RVR (FEET) 76	RVR (FEET) 77	RIVER GAGE 78	24-HR MAX R H 79	24-HR MIN R H 80	81
									88	30	18

PRECIPITATION AND MISCELLANEOUS PHENOMENA

LOG

S-							
SP-	0015	0206					

0550 1.42
0455 1.42
1205 .12
2000 .42
2300 1.42

1925

259

STC 655 23333 33452 37657 [illegible]
3131 40233 33332 33067 33017 [illegible]
23767 33994 3X0XX 15373 [illegible]

33333 33072 32331 11352 71633 [illegible]
33304 33333 37734 33543 33733 13171 33033 7KKKK 13

UW STC 23333 22206 2203 42233 2333 [illegible]
23133 43244 33247 33351 03351 33367

33323 03736 00996 02213 01096

03333 77371 33931 33333 23333 21703 01332

INL 9999Z 13 MARCH 1959 MISSING THIS STA

0200Z 13 MARCH 1959

STC 655 11312 33433 32333 03722 7033- 32764 [illegible]
07933 40263 33333 3XXXX 33733 33333 3XXX 23433 01332 3XXXX
23762 33333 332//33/3/
CORR TO ABV
3762 33333 3XXXX 13334 33333 3XXXX 13330 33334 3XXXX

33333 33333 31341 11333 32333 2737 377-3 13331 74322 44333
73333 13171 33332 XXXXX 77

UW STC 11343 22412 2713 -24-- 2325 32325 2327 [illegible]
2333 47933 33357 72033

STC 33311 33733 31333 32203 33333
33333 13333 15337 34233 31371

UW STC 11 YMTD

INL 747 12334 33423 33331 32732 72017 3377 [illegible]
32331 40227 33333 32333 33313 33137 72737 [illegible]
23737 33334 32737 13333 33333 33333 13141 [illegible]

33333 33337 33333 11323 33374 [illegible]
3333 13171 34333 12733 33

UW INL 12941 31313 3122 4[illegible]

INL 74713 33737 33333 33717

33333 33433 33734 33333 1[illegible]

UW INL 33337 33313

WBAN 10A

(Rev. 1-1-55)

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 13 1959

TYPE 1	TIME (EST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS. (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (ins) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13 14A 14B	OBSERVERS INITIALS 15
L	6011	13Φm21Φ	15+										JC
K21	10	5ΦM10Φ	12	S-	075	25	17	↖	7		961	5850	JB
S2	6112	K8K	2	S-				↖	6				FIBJC
S3	6111	7K	1½	S-				↑↖	8			VSBY 1 3/4 RAGGY 07	JA
S4	6132	10ΦM45Φ	6	S-				↑↖	6				JC
K	6135	10ΦM12Φ	7	S-	071	23	17	↖	8		966		JC
K39	6135	M12Φ	7	S-SH-	064	24	20	← ↑	8		964	722 15XX	JB
SL	6134	M14Φ	7	S-SP-				← ↖	8				JC
K20	6135	15ΦM25Φ	10	S-	054	24	20	← ↑	8		962		JC
S2	6135	M12Φ	12	S-				← ↑	7				JC
K	6135	M14Φ	12	S-	042	24	20	↖	9		960		JC
K	6135	M17Φ	12	S-	044	24	20	↖	7		958	10409	JC
K3	6135	13ΦM30Φ	12		044	25	22	↑↖	7		958	SE45	JB
K30	6135	13ΦM18Φ	12		041	27	23	↑	8		957		JB
	6135	M17Φ	15					↑	10				JC
K	6138	M11Φ	12		037	28	23	↑	10		957	610 16XX	JC
L	6141	M12Φ	12										JC
K34	6145	M17Φ	15		034	30	23	↑	8		956	7HR 30MIN VSBY	JC
	6147	M14Φ										SCT 300	JC
K	6147	M14Φ	15+		031	32	24	↑	8		955		JC
L3	6148	14Φ	15+					↑↑	12				JC
B	6148	20Φ	15+		027	34	25	↑	8		954		JC
S	6150	25Φ	15+		020	37	28	↑	12		952		JC
P	6147	30Φ	15+		014	41	27	↑	12		950		JC
K	6145	45Φ	15+		010	43	29	↑	12		950	210 1100	JC
K	6145	60Φ	15+		007	45	29	↑	12		949		JC
L	6150	Φ	15+										JC
K	6150	Φ	15+		014	41	27	→ ↘	17		950		JC
K	6154	Φ	15+		018	38	24	→	15		952		JC
K	6151	Φ	15+		012	35	25	→	10		954		JC
K	6154	Φ	5+		036	34	25	→ ↘	12		956		JC
K	6153	Φ	15+		044	31	21	→ ↘	11		958	210	JC
K	6155	Φ	15+		050	30	22	→ ↘	11		961		JC
K	6156	Φ	15+		055	29	21	→ ↘	12		963		JC
K	6158	Φ	15+		061	28	20	→ ↘	11		965		JC

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

ASEV 10 8

SURFACE WEATHER OBSERVATIONS

DATE JAN 1 9 59

CLOUDS AND OBSCURING PHENOMENA

LOWEST LAYER TYPE 21	HEIGHT 24	SECOND LAYER AMT 25	TYPE & DIR 26	HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER AMT 29	TYPE & DIR 30	HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT 33	TYPE & DIR 34	HEIGHT 35	TOTAL OPAQUE SKY COVER 36	PRESSURE DEFICIENCY 37	NET 3-HR CHARGE 38	39	40
		5	ST	M10	10	U				U			10			T	
		5	SC	M12	10	U				U			10			T	
		U				U				U			10	7	.065	T	
			SC	M25	10	U				U			10			T	
		U				U				U			10			T	
		9	SC	M10	10	U				U			10	7	.05	T	
		9	SC	M10	10	U				U			10			T	
		9	SC	M18	10	U				U			10				0
																	0
																	0
																	15
		0			2	0				0			2				40
		0			3				3	0			3	1	.05		0
					3	0			3	0			3				60
					3				3	0			3				40
		0			3	0			3	0			3	2	.01		40
					2				2				2				40
		0			0	0			0	0			0				60
		0			0	0			0	0			0	3			40
														2	.05		

SYNOPTIC OBSERVATIONS

WIND TEMP 42	WIND 850 MB SURFACE 43	WIND GRND 50	STATE OF SEA 51	STATE OF SEA DIR 52	SWELL DIR 53	SWELL PERIOD 54	SURF H_s H_1 M_1 P_1 D_1 55	WATER TEMP 56	SOIL TEMP 57	58	59
		1									
		6					33				
		6									
		3									

STATION PRESSURE COMPUTATIONS

TIME (GCT) 70	0545 1147 1745 2347
SET THERM 60	
LIQUID BAR 61	
TOTAL CORR 62	
STA PRESS 63	28.10 28.05 28.07 28.10
BAROGRAPH 64	28.12 28.07 28.09 28.12
BAR CORR 65	0 -.02 -.02 0

PRECIPITATION (MIDNIGHT TO MIDNIGHT)

LIQUID	FROZEN GRND	LAYER	RIVER	24-HR	24-HR	SNOW ON GRND 76	GAGE TOP 73	GAGE BASE 74	75	77	P M 78	P M 79	80	81

08 35 18

MISCELLANEOUS PHENOMENA

LLS

PRECIP & THDRSTM 91	BEGAN 93	ENDED 94	DUR 95 HRS MINS	OBSTA TO VIS 96	BEGAN 97	ENDED 98	DUR 99 HRS MINS
S- 0050 0515							
SP- 0745 0935							

0000 1.42
0515 1.12
1200 2.20 1.42
2345 1.42
1200 1.42

12-5

8-2-59

A F FORM 0-30 R

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 5

TIME (LST) 16	STATION PRESS RE (ins) 17	DRY BULB (°F) 18	WET BULB (°F) 19	REL HUMIDITY (%) 20	TOTAL SKY COVER 21	CLOUDS AND OBSCURING PHENOMENA — LOWEST LAYER: AMT 22	TYPE & DIR 23	HEIGHT 24	SECOND LAYER: AMT 25	TYPE & DIR 26	HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER: AMT 29	TYPE & DIR 30	HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER: AMT 33	TYPE & DIR 34	HEIGHT 35
0051	29.17	25.0	22.9	72	10	5	PC	5	5	ST	M10	10	0				0		
0155	29.16	23.2	21.6	77	10	5	ST	10	5	SC	M12	10	0				0		
0255	29.16	23.2	23.0	96	10	10	ST	M10	0			0	0				0		
0355	29.16	23.6	23.0	96	10	5	SC	15	5	SC	M25	10	0				0		
0455	29.16	23			10	10	SC	M12	0			0	0				0		
0555	29.16	23.2	21.4		10	5	SC	12	5	SC	M20	10	0				0		
0655	29.16	23.2	23.7	96	10	1	SC	12	9	SC	M18	10	0				0		
0755	29.16	24.5	24.4	96	10	10	ST	M1	0			0	0				0		
0855	29.16	24.5	23.7	77	10			M10	0			0	0				0		
0955	29.16	28.0	24.4	73	7	3	SC	25	0			0	0				0		
1055	29.16	33.8	30.3	68	3	3	SC	12	0			3	0			3	0		
1155	29.14	37.4	32.7	67	3	3	SC	25	0			3	0			3	0		
1255	29.14	39.2	33.7	67	3	3	SC	25	0			3	0			3	0		
1355	29.13	41.0	35.5	58	3	3	SC	25	0			3	0			3	0		
1455	29.12	42.0	35.5	47	3	3	SC	15	0			3	0			3	0		
1555	29.10	41.0	34.2	37	1	1	SC	50	0			2	0			2	0		
1655	29.08	41.2	33.1	40	0	0	CL	50	0			0	0			0	0		
1755	29.08	39.2	31.1	35	0	0	CL	—	0			0	0			0	0		
1855	29.08	36.0	29.6	44	0	0			0			0	0			0	0		
1955	29.08	35.0	29.0	45	0	0			0			0	0			0	0		
2055	29.10	34.0	29.2	66	0	0			0			0	0			0	0		
2155	29.10	32.0	28.1	65	0	0			0			0	0			0	0		
2255	29.10	30.0	25.4	69	0	0			0			0	0			0	0		
2355	29.10	27.2	25.1	74	0	0			0			0	0			0	0		

SYNOPTIC OBSERVATIONS

MO DY 41	TIME (LST) 42	43	44	PRECIP AMT 45	PRECIP DURN 46	SNOW DEPTH (ins) 47	MAX TEMP (°F) 48	MIN TEMP (°F) 49	PRESS 850 MB SURFACE 50	RATE OF GRND 51	SEA STATE 52	SWELL DIR 53	SWELL PERIOD 54	SURF H_s 55	SURF T_s 56	WATER TEMP 57	SOIL TEMP 58
MO																	
DY							23	22									
							25	17		1							
1	30	T	0.2	1			29	24		6					33		
2	07	0	0	1			44	33		6							
3	23	0	0	5			37	27		6							
		0	0	8	27	27											

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F) 59	24-HR MIN TEMP (°F) 60	24-HR PRECIP AMT (ins) 61	24-HR SNOWFALL (ins) 62	SNOW DEPTH (ins) 63	PEAK GUST SPEED (mph) 64	PEAK GUST DIR (°) 65	PEAK GUST TIME (LST) 66	ICE ON GROUND THICK (in) 67	ICE ON GROUND TYPE 68	ICE ON GROUND BASE 69	ICE ON WATER GAGE 70	24-HR RIVER RISE 71	24-HR RIVER FALL 72	WIND MILES P H 73	WIND MILES P H 74
34	23	T	.2	1										33	15

PRECIP BY THUNDERSTM 75 | BEGAN 76 | ENDED 77

S- 0055 0615

SP- 0215 0306

REMARKS NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0711 SUNSET 1728

0000 1.42

0100 1.42

0200 1.42

0300 1.42

0400 1.42

2200 1725

Unit # 3

D7-UFOB-2-59

[illegible]

[illegible]

[illegible]

WBAN 10A

(Rev. 1-1-55)

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 13 1959

TYPE 1	TIME (LST) 2	SKY and CEILING (Hundreds of Feet) 3	VISIBILITY (Miles) 4	WEATHER and OBSTRUCTIONS TO VISION 5	SEA LEVEL PRESS. (mbs) 6	TEMP (°F) 7	DEW PT (°F) 8	WIND DIRECTION 9	WIND SPEED (kts) 10	WIND CHARACTER AND SHIFTS 11	ALTIMETER SET (ins) 12	REMARKS AND SUPPLEMENTAL CODED DATA 13 14A 14B	OBSERVERS INITIALS 15
L	0011	12⊕M21⊕	15+					↖	7				JC
K		5⊕M10⊕	12	S-	075	25	17	↖	7		962	5850	JC
Sz	0112	K 8 X	3	S-				↖	6			FIBR	JC
S3	0113	C X	1½	S-				↑↖	8			VSBY 1 3/4 RAOBY 07	JC
S4	0132	10⊕M14S⊕	6	S-				↑↖	6				JC
K	0135	K⊕M42⊕	7	S-	071	23	17	↖	8		966		JC
K	0203	M13⊕	7	S-SP-	064	24	20	←	8		964	722 15 XX	JC
SL	0151	M14⊕	7	S-SP-				←	6				JC
K	0225	15⊕M25⊕	10	S-	054	24	20	←	8		962		JC
S6	0230	M12⊕	10	S-				←	8				JC
K	0251	M14⊕	12	S--	047	24	20	↖	9		960		JC
K	0300	M14⊕	12	S--	047	24	20	↖	9		958	96409	JC
K	0313	12⊕M25⊕	12		044	25	22	↑↖	7		958	SE45	JC
K	0330	15⊕M15⊕	12		041	27	23	↑	8		957		JC
K	0345	M12⊕	15					↑	10			5 1/2	JC
K	0358	M10⊕	12		037	28	23	↑	10		957	62Q 1655	JC
K	0411	M12⊕	12										JC
K	0425	M17⊕	15		034	30	23	↑	8		956	THN LYR 5000	JC
K	0437	M16⊕										5000-CB	JC
K	0457	M16⊕	15+		031	32	24	↑	8		955		JC
K	0510	M20⊕	15+					↑	12				JC
K	0525	20⊕	15+		027	34	23	↑	8		954		JC
K	0551	25⊕	15+		020	38	28	↗	12		952		JC
K	0617	25⊕	15+		014	41	27	↗	12		950		JC
K	0635	40⊕	15+		010	43	29	↗	12		950	910 1100	JC
K	0655	30⊕	15+		001	46	31	→	12		949		JC
L	0720	⊕	15+										JC
K	0738	⊕	15+		014	41	29	→	12		950		JC
K	0754	⊕	15+		018	37	24	→	15		951		JC
K	0812	⊕	15+		012	36	25	→	10		954		JC
K	0834	⊕	15+		006	34	25	→	12		956		JC
K	0853	⊕	15+		004	34	24	→	11		957	210	JC
K	0912	⊕	15+		007	32	22	→	14		961		JC
K	0931	⊕	15+		013	32	22	→	12		963		JC
K	0950	⊕	15+		016	31	21	→	11		964		JC

SYNOPTIC OBSERVATIONS

| | | |

A.F. FORM 10-P

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

AFM 10-P

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 9 19__

TIME (LST) 1	STATION PRESSURE (INS) 2	DRY BULB (°F) 3	WET BULB (°F) 4	REL HUMIDITY (%) 5	TOTAL SKY COVER 6	CLOUDS AND OBSCURING PHENOMENA — LOWEST LAYER: AMT 7	TYPE & DIR 8	HEIGHT 9	SECOND LAYER: AMT 10	TYPE & DIR 11	HEIGHT 12	SUMMATION TOTAL 13	THIRD LAYER: AMT 14	TYPE & DIR 15	HEIGHT 16	SUMMATION TOTAL 17	FOURTH LAYER: AMT 18	TYPE & DIR 19	HEIGHT 20	TOTAL CEILING SKY COVER 21	PRECIPITATION 22	NET 3-HR CHANGE 23	24	25
00	28.17	25.0	22.1	72	10	5	FR	5	5	ST	M10	10	10				10			10			T	
01	28.18	23.8	22.6	77	10	5		10	5	ST	M12	10	10				10			10			T	
02	28.1	25.6	23.0	86	10	10		M15	10				10				10			10	7.06		T	
03	28.18	25.0	23.0	86	10	5		10	5		M25	10	10				10			10			T	
04	28.17	23			10	10		M12	10				10				10			10			T	
05	28.16	23.0						M12	10		25	10	10				10			10	7.05		T	
06	28.15	25.2	24.4		10	3		10	7		M20	10	10				10			10			T	.0
07	28.10	25.7		86	10	1		10	9		M18	10	10				10			10				.0
08	28.09	26.0	24.4	80	10	10		5	10				10				10			10				.0
09	28.10	26.5	24	77	10			M10	10				10				10			10				.0
10				73	7				0			7	0			7	0			7				.15
11				69	3				0			3	0			3	0			3				.60
12			25.5	47	3				0			3	0			3	0			3				.60
13				37	2	2		10	0			2	0			2	0			2				.60
14	28.08	41.2	33.1	49	0	0			0			0	0			0	0			0				.60
15	28.08	39.2		35	0			30	0			0	0			0	0			0	3			.60
16	28.00		30.8	44	0				0			0	0			0	0			0				.60
17				45	0				0			0	0			0	0			0				
18	28.10	31.1	27.2	66	0	0			0			0	0			0	0			0	3.60			
19				64	0	0			0			0	0			0	0			0				
20				69	2	0			0			0	0			0	0			0				
21	28.16	27.2	25.1	79		0			0			0	0			0	0			0				

SYNOPTIC OBSERVATIONS

26	27	28	29	30	MAX TEMP (°F) 31	MIN TEMP (°F) 32	HGT 850 MB SURFACE 33	RATE OF GRND 34	SEA STATE & DIR 35	SWELL HGT 36	SWELL DIR 37	SWELL PERIOD 38	CURR KTS 39	CURR DIR 40	WATER TEMP 41	SOIL TEMP 42	43	44
					71	71												
					25			1										
					31			4							33			
					44	33		6										
								3										

SURFACE PRESSURE OBSERVATIONS

45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72

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 COMMENT NO. 1

AFCIN-4Ela/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

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

DOWNGRADED AT 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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

UNCLASSIFIED

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OFFICIAL BUSINESS

Encl # 4
D7-UFOB-2-59

TOMCAT 33	32 / 450	
	11/3/59	
B52		
RCA	167° 58mi	
Hedquarters B-2	ES. 02143	

CADF FORM 143C - MAY 57

TCA 10 Sub Con	19 / 300	
	11/3/59	
YC	RK0230	
TO		

CADF FORM 143C - MAY 57

VC 1547 C-45	150 / 12	
	14/13/59	
	HBR CL	
CAP CAT	XL0419	
WG		

CADF FORM 143C - MAY 57

TOMCAT 14	31 / 450	
	14/3/59	
B52		
RCA	167° 58mi ARN	
Headquarters B-2	01572	

CADF FORM 143C - MAY 57

TC 804 WR STR	225 / 15	
	14/3/59	
	SH CL	
WG	RK0134	
TO		

CADF FORM 143C - MAY 57

TC 816 WR STR	225 / 17	
	14/3/59	
WG	RK0137	
TO		

CADF FORM 143C - MAY 57

TCA 540 Sub Con	17 / 300	
	4/3/57	
WG	G/R33 R33	RK0219
V300	F/L	

CADF FORM 143C - MAY 57

CAF 303 T-33	O/T / 450	
	14/3/52	
WG	YS	RK0154
	YB	

CADF FORM 143C - MAY 57

FG 178
LE 3045
0237Z.

P.11 RP
A7
KE 5555
0123Z

FG 182
0225Z.
LC 4535-

FC 3
0242Z.
LB 4045-

A10
ME 0040
0222Z.

A-9 TRACK #
MO 4555 PICK UP #
0205Z. TIME

HA 3
QF 3500
0348Z

P.11RP
A6
LE 1045
0120Z

[redacted]

59F Jones
E76

DATE (Z) 14 MARCH 59Z

PAGE NO. 1

UNCLASSIFIED

STATION NO. P-69 Augm 69

STATION CALL SIGN	QUALIFIER	AZIMUTH	TIME	ELEVATION	SNR	RANGE	ALT	REMARKS
				PACKARD off 0015				
	—			0016Z A43				CR/WC
				PENCIL ON 0017Z				
V FF	AD4025	E	0017	A165				CR/WC
	QD5525	E	0019	A107				CR/WC
V FF	AD2030	E	0023	A108	2	200	E18	
	QD1025		0027	A108				
	QD3025		0027	A108				
	QD5527		0031	A108				
	AD3025		0034	A108				
	AD5521		0036	A108				CR/WC
				Pencil off 0				
				Skunpit on (0200Z)				
V FF	ND5045	—	0218	FG182E	2	35	E30	ORBIT
V FR	LC4535	NW	0225	FG182E	1	35	E28	
	NC4531		0225	CO RD				
	ND0516		0230	FG182E				
	PC1056		0230	CO RD				ORBIT
	MD2028		0233	KG182E				
	MD5038		0237	KG182E				
	PC3510		0238	CO RD				

TELLER Stewart KD RECORDER Stewart KD

CONAD FC [illegible] 4, 7 OCT 55 (CONTINUATION) [redacted]

Snel #5

D7-UFOB-2-59

DATE (7) 14 MARCH 59

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	WE0000		0238	FC W2 ET				
	RDC249		0240	CO RD				
	DE1248		0241	FC 1&E				
	WE4429		0244	FC W2E				
	LC5809		0245	FC 3E				
	PD2030		0247	CO RD				
	MC1032		0249	FC 3E				
	PE1550		0249	FC 1&2E				
	WB4532		0250	CO RD				
	MC1852		0251	FC 3E				
	PE3505		0251	FC 1&2E				
	WD1045		0253	CO RD				
	MD2003		0253	FC 3E				
	DF2505		0254	FC 1&2D				CR/RA
	MC5907		0256	CO RD				
	MD4440		0258	FC 3E				
	MC1024		0259	CO RD				
			NEXT	ALL	6306	E		
			6306	MOVES				
	WD0055		0302	FC 3				

TELLER Amanda RECORDER Amanda

CONAD FORM 4, 7 OCT 55 (CONFIDENTIAL WHEN

UNCLASSIFIED

[redacted]

DATE (Z) 14 MAR 54

PAGE NO. 3

UNCLASSIFIED

STATION NO. P-62

	NC0045		0302	CORD			
	NE1025		0303	FC-3			
	NE3013		0306	FC3			
	NC2015	SE	0306	CORD			
	NE0930		0309	FC3			
	NC0026		0309	CORD			
	PE2550		0313	FC3			
	—	ORBIT	0313	CORD			
	PE1500		0315	FC3			
	—	—	0317	FC3			CR/RA
	NC2036		0319	CORD			
	NC1015		0322	CORD			
	NC0056		0324	CORD			
	ND5000	W	0324	CORD			
	ND0215	N	0332	CORD			
	ND1030		0335	CORD			
	NC5056	S	0338	CORD			
	NC0040	W	0341	CORD			CORD 2 K/L
	DLH	ORBIT	0345	CORD1			
	—	—	0350	CORD 1			R/L
		040A	MENDES OFF				

TELLER MENDES ECODE: MENDES

CONAD FC [illegible] 4, 7 OCT 55 (CONFI[redacted]HE[redacted])

NORAD

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

[redacted]

UNCLASSIFIED

(EC[redacted]

DATE (Z) 14 MARCH 59

PAGE NO. 2

SHEET NO. P-62

UNCLASSIFIED

TICK (BLANK) (CODE) SESSION (A)	LEADER (B)	FREQ (C)	TAC (D)	CHANNEL (E)	SEC (F)	PRI (G)	ALT (H)	REMARKS (I)
			Thanksgiving Day (Canada)					
KFF	KC5050	WE	0420	Voice	1	30	30	
	LC0555		0426	Voice				
	LC0059		0425	Voice				CR/DK
	MC1254		0436	Voice				
	MC1254		0440	Voice				CABOT
	LC4535	SW	0444	Voice				CAPE H
		Thanksgiving Day (Canada)						
		All Ice 0535 weather						
		nearly all over						
		Palace on 0200Z						
		Power on 0200Z						
		Power off 0900Z						
		Power on 0900Z						
		Power off 1000Z						
		Power on 1000Z						
		Power off 1100Z						
		Palace on 1100Z						
		Palace off 1200Z						
		Tel on 1200Z						

TELLER _____ RECO[redacted]

UNCLASSIFIED

[redacted]

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
USA	D7-UFOB-1-59	UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	
DULUTH, FINLAND, MINNESOTA	12 March 1959	
ACTIVITY SUBMITTING REPORT	DATE OF COLLECTION	SRI STATUS (If applicable)
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	14 - 18 March 1959	SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL	DATE OF REPORT	SRI NO. CANCELED/INCOMPLETE
JOSEPH S. SVAHULA, M/Sgt, USAF	1 April 1959	SRI NO. ACTIVE
NAME OR DESCRIPTION OF SOURCE	EVALUATION	ADDITIONAL INFORMATION ON (Date)
2ND LT. JOHN J. MURPHEY and others	F-6	

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

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(See Individual PARTS)

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AF FORM 15 SEP 54 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED

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1006 AISS DOC. LOG NO. 59-0013-364A

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CLASSIFICATION

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE 2 OF 20 PAGES
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	

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 1818 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

[redacted]

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CLASSIFICATION

(SECURITY INFORMATION when filled in)

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PART ONE PAGE 3 OF 20 PAGES

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). 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 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 (FMNB 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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16—55570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

AF FORM 112—PART II
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART ONE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PAGE 4 OF 20 PAGES

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 180 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,

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16—85570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

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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 ask 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

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

Page 1 of 1 Pages
Cy 1 of 4 Cys

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DOWNGRADED
AT

Classification Cancelled
(or Changed to UNCLAS)
Authority CG, USAF
By FTIPI (Capt)
Date 22 Sept 69
AFCIN 201-1 June 1955

[redacted]

at 25.5 angels.

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.

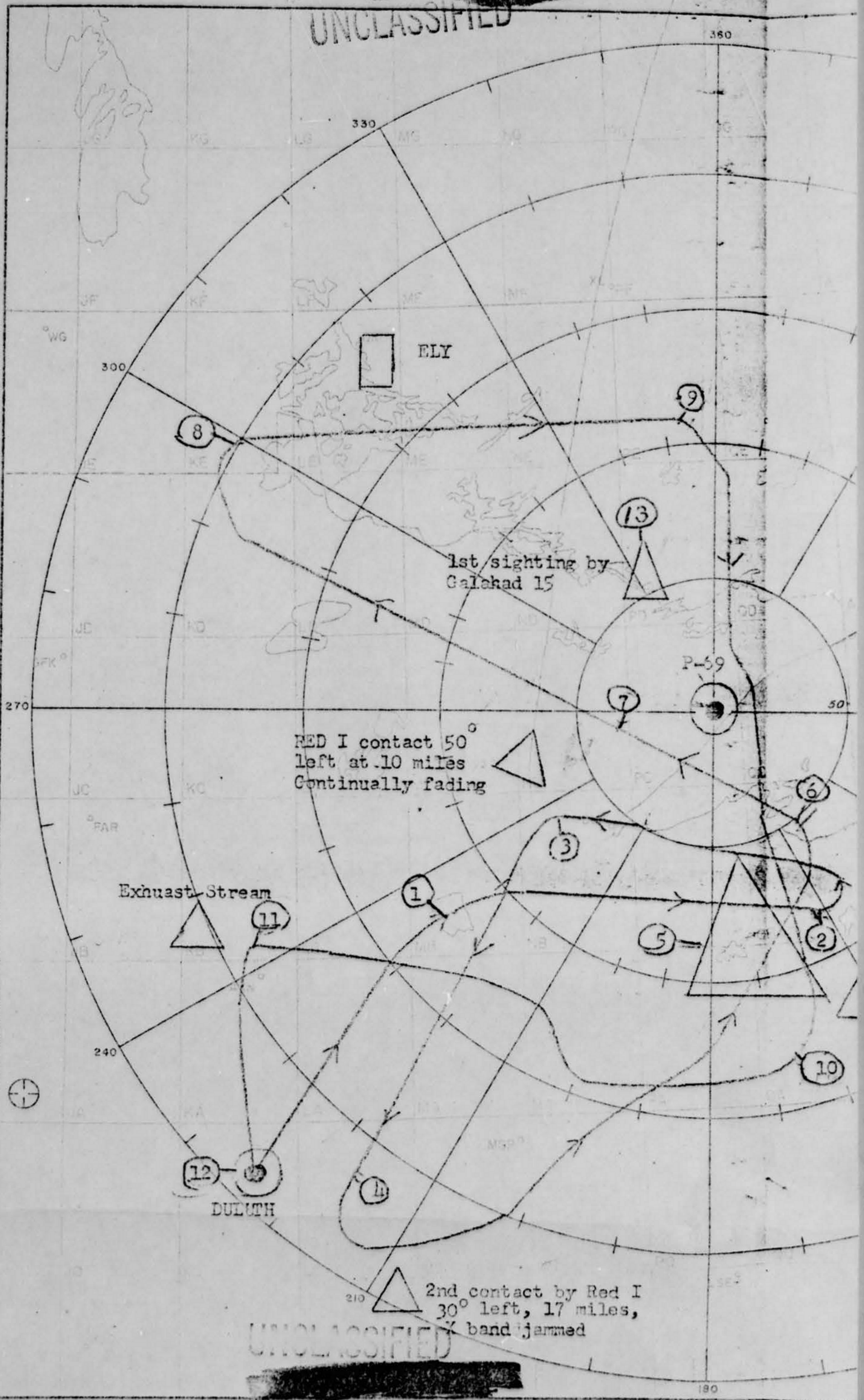
IV. ADDITIONAL INFORMATION: Shortly after vectoring RED I back to base, P-69 controller called ARROW POISON AC&W Squadron, GRAND RAPIDS (FKMC 2814), MINNESOTA and asked whether they had photographed RED I's mission on their scope. ARROW POISON answered that they photographed RED I's mission.

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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29 Jan 69

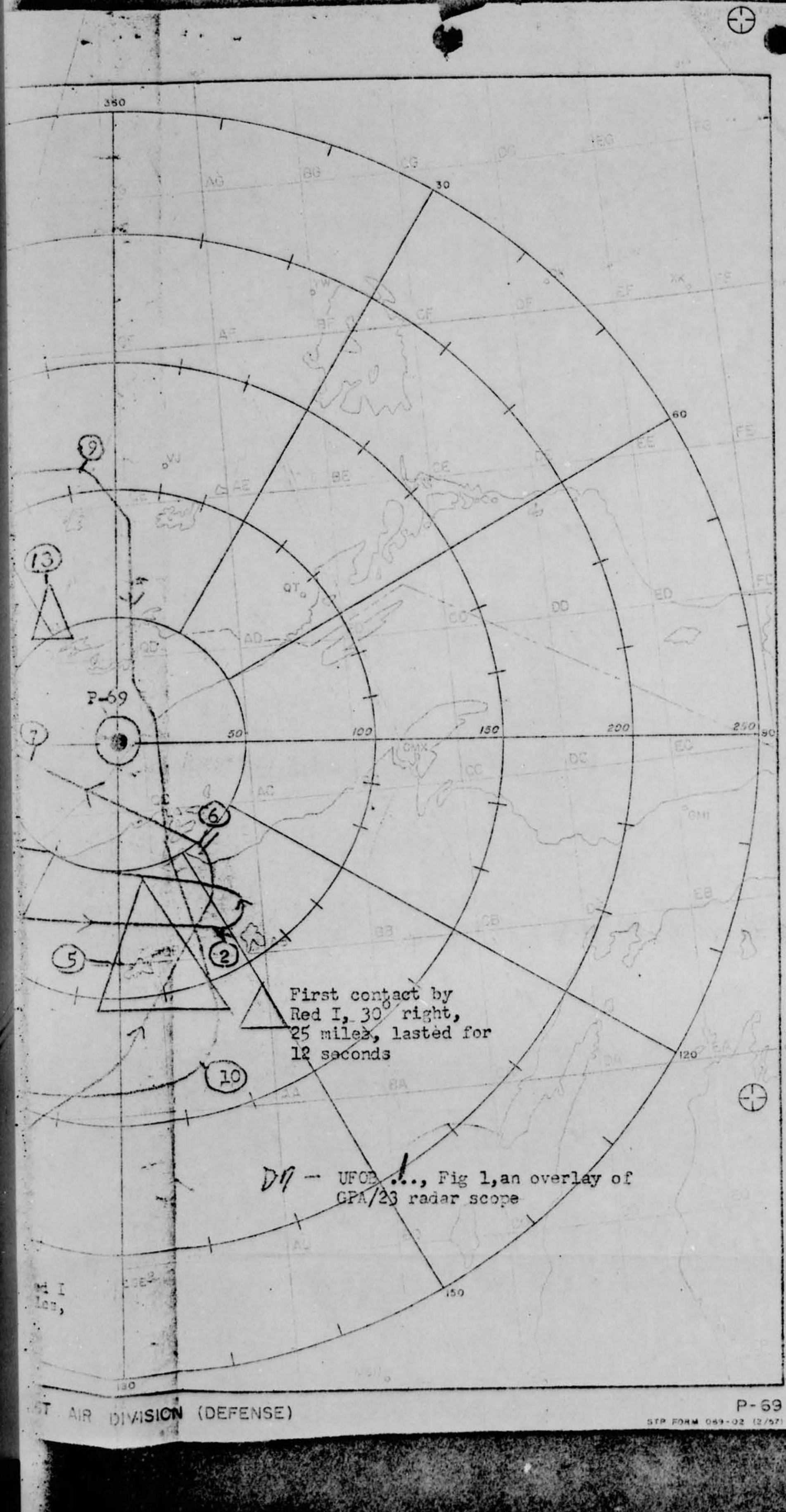
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

LAMBERT CONFORMAL CONIC PROJECTION
SCALE 1 : 3,340,000

JCADF 31ST AIR DIVISION (DEFENS

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

Dft — UFOB ..., Fig 1, an overlay of GPA/23 radar scope

[redacted] N RPHSJ

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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 (Day) MARCH (Month) 1959 (Year)

2. Time of day: 00 (Hour) 18 Z (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?

75TH AC+W SQD (Nearest Postal Address) FINLAND AFS (City or Town) FINLAND, MINN (State or Country)

Additional remarks: ON a GPA 23 Scope

5. Estimate how long you saw the object. — (Hours) 20 MIN. (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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ATIC FORM NO. 164 (13 OCT 54)

[redacted]

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 FPS-20		

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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.

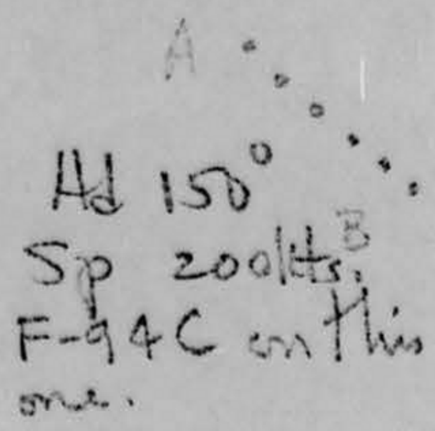
TRACKS
MIN (1) HD 150° EST SP 200 KTS
MAX (8) HD 020° EST SP 200 KTS

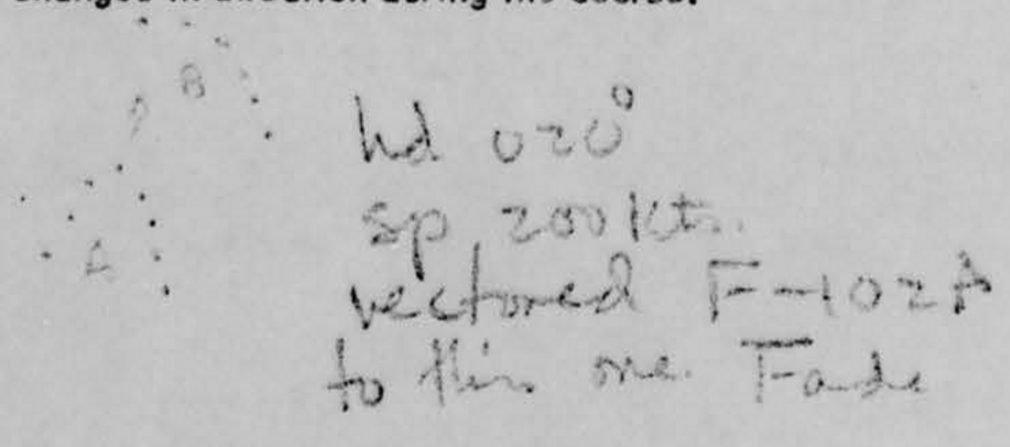
first pick up on scope - vectored 3F-94C to it.
second pick up on scope - vectored 1 F-102A to it.
contacts faded - no contact by pilot.

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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.
UNKNOWN feet. BLIP SIZE OF F-102A SKIN PAINT

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 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
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:

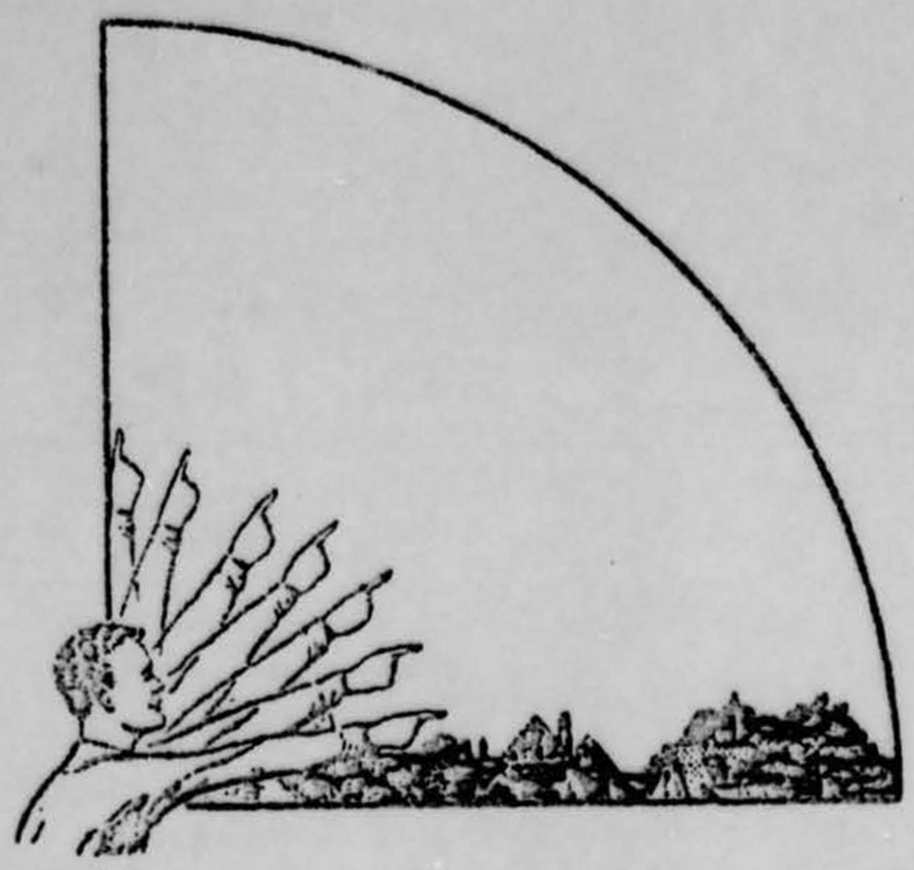
a. From true North 13° W degrees.
b. From horizon _____ degrees.

31.2 When it disappeared: FADE OVER STATION

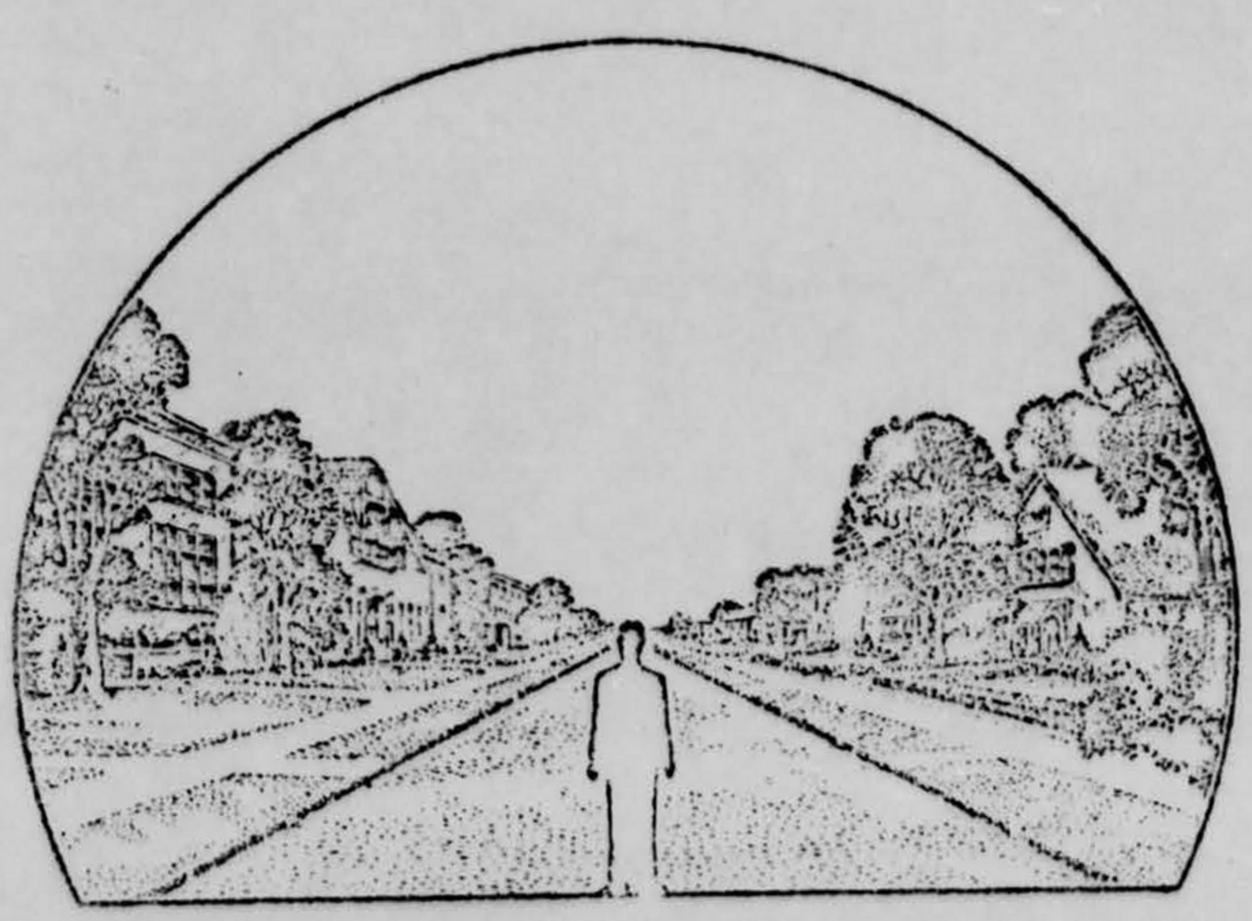
a. From true North _____ degrees.
b. From horizon _____ degrees.

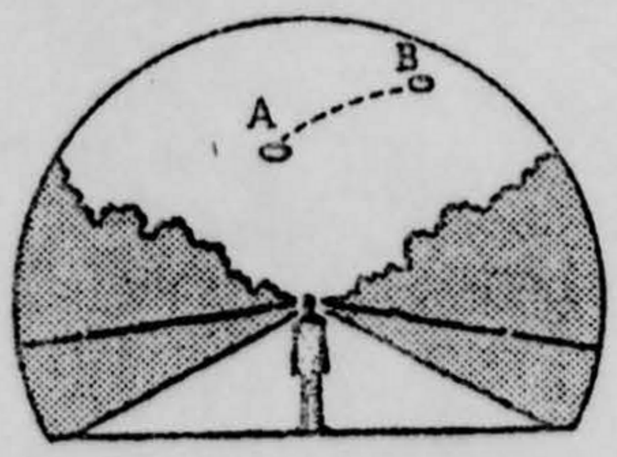
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32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object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





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 Day | MARCH Month | 1959 Year | 0140Z

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/2C [redacted] Able Crew. 56TH 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

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JOINT MESSAGEFORM

SECURITY CLASSIF: UNCLASSIFIED

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

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1959 MAY 20 20 21

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31/0100 2-58

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

FROM: ATIC, W-P AFB 27

SPECIAL INSTRUCTIONS

TO: ADC, ENT AFB, COLORADO PJW FAL

~~AFIN: ADOBI~~

/UNCLAS/FROM: AFCIN-4E4g 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 PAINT. 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-4E4g Col Rothman DATE 19 May 59 AFCIN-4E Col Hoffman DATE 5-19-59

DATE	TIME
18	1240
MONTH MAY	YEAR 1959

WRITER

SYMBOL: ~~AFCIN-4E4g~~ AFCIN-4E43

TYPED NAME AND TITLE (Signature if required)
MAJOR ROBERT J. FRIEND

PHONE 69216 | PAGE NR. 11 | NR. OF PAGES 1

SECURITY CLASSIFICATION
UNCLASSIFIED

RELEASER

SIGNATURE
L. J. Harrell

TYPED (or stamped) NAME AND TITLE

LOUIS J. HARRELL
CAPTAIN, USAF
ASSISTANT ADMINISTRATIVE OFFICER

DO NOT USE WHICH WILL BE USED UNTIL EXHAUSTED

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.hr~~

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

35° 10 KTS HD 15°

(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 [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS 75B TH ACW[redacted] FINLAND AFS FINLAND, MINN. (Street / City / Zone / State)

TELEPHONE NUMBER [redacted]

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

Age 27 Sex Male

Please indicate any special educational training that you have had.

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

e. e. Technical school G.C.I. Tyndall AFB ACW
(Type) _____

f. Other special training ICS, ECI. courses.

Lehigh Univ - Chem. Eng.

42. Date you completed this questionnaire: 15 (Day) March (Month) 1959 (Year)

[redacted]

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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. 1957

(Do Not Write in This Space)

CODE:

While controlling 3-F94C on a practise intercept. The intercept was broken off by two high speed contrails at 31,000 ht, 090°. Visual contact on contrails made by F94C (2 of them) no contact on visual objects. After next practise intercept, I picked up a track on the scope. Hdng 150° 300 knots. Vectored F94C'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 test) searched same area. Picked up 5 contacts and much ECM. No visuals by pilot.

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[redacted]

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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:
   256th AC:RON P-69
   Organization
   FINLAND AFS, FINLAND, MINNESOTA
   Location

2. DATE OF THIS REPORT:
   12 MARCH 1959
   Day Month Year

3. DATE TARGET OBSERVED:
   14 MARCH 1959 Local Time ☐ Z Time ☒
   Day Month Year
   Time-Local 6:18PM Time-Z 0018

4. NAME, RANK AND ORGANIZATION OF [redacted]:
   [redacted]
   256th ADRON, Finland AF Station
   Finland, Minnesota

5. EXACT LOCATION OF STATION (COORDINATES):
   FKPC 4525

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. In Radar
A.	[redacted]	2/Lt	Director	1
B.		A/2C	ICT	
C.		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 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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ATIC FORM 332 (REVISED 25 NOV 1952)

[redacted]

[redacted] 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? I DON'T KNOW ☐ YES ☐ NO

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:

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[redacted]

[redacted]

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?
LOCKED LIKE A JET FIGHTER BLIP

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	☒	CHANGED SIZE RAPIDLY	☐
b. SPEED WAS CONSTANT	☒	SPEED WAS VARIABLE	☐
c. FOLLOWED CONSISTENT TRACK	☒	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☐
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☒		

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.

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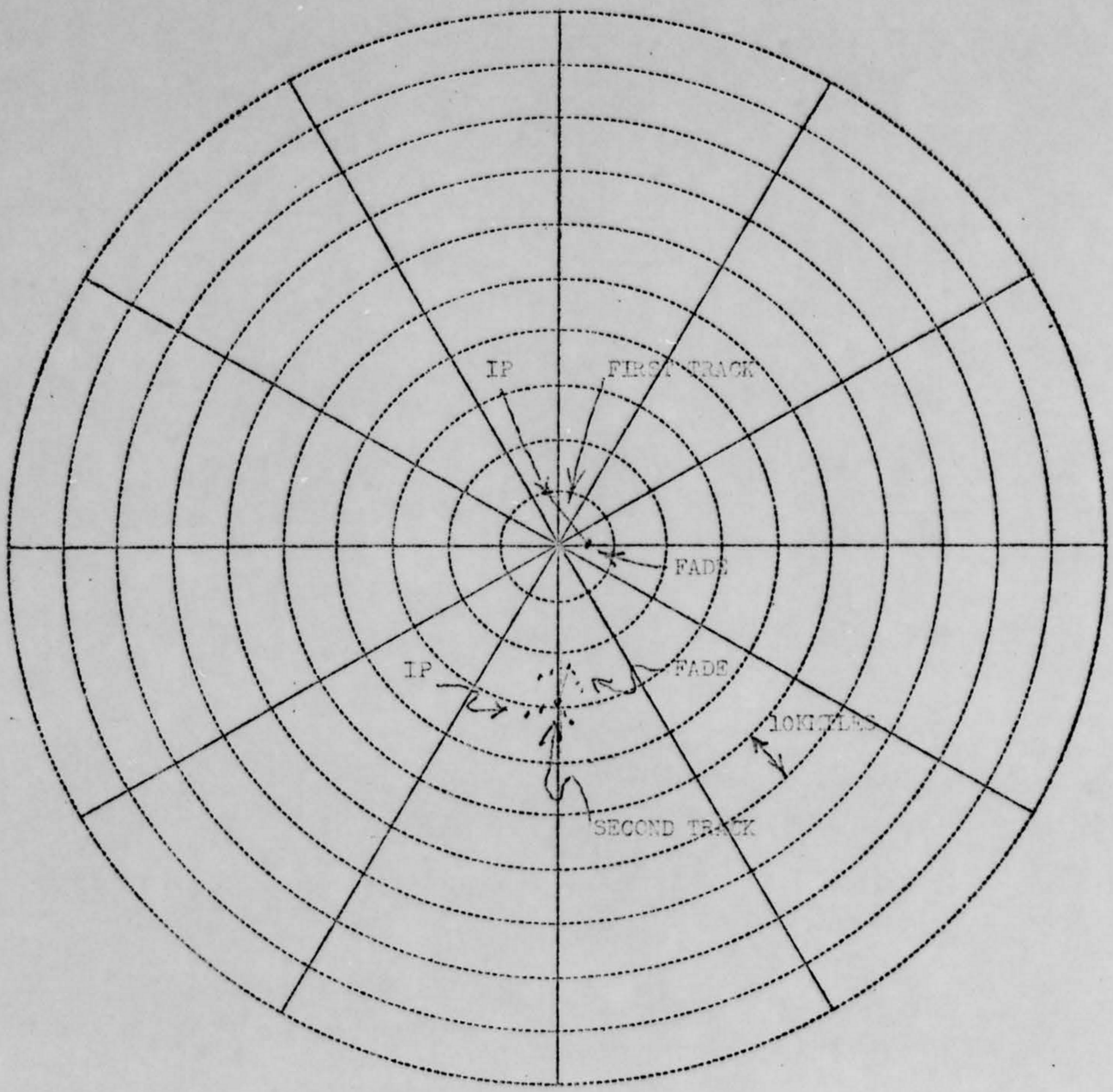
ATIC FORM 332 (REVISED 25 NOV 1952)

[redacted]

[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 HR READING OR CONTACT

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ATIC FORM 332 (REVISED 25 NOV 1952)

[redacted]

[redacted]

(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PART TWO PAGE 6 OF 20 PAGES

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.

Cancelled
By 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 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 (FKPC 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 (FKMB 5052) were on a bumbing 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.

[redacted]

(CLASSIFICATION)

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

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(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

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[redacted]
(CLASSIFICATION)

16—85570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted] Pys KA

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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) March (Month) 1959 (Year) CST

2. Time of day: 13 hours 0100 (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 APS 156 Box 50 (Nearest Postal Address) Finland (City or Town) Apo (State or Country)

Additional remarks: Viewing in Polar Position at 1 or 2 o'clock

[redacted]

5. Estimate how long you saw the object. ____ (Hours) 1 (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 quoted by reporter

(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

ATIC FORM NO. 164 (13 OCT 54)

UNCLASSIFIED

[redacted]

29 Jan 09

35MM FILM
MARCH 13, 1959
Duluth, MINN.
OBSERVER: MILITARY
FILE # 100352 8
IN CUSTODY OF AUDIO-VISUAL DIVISION

1975

[redacted] 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 X 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 ZEMLAND
Major, USAF
Administrative Officer

27 Jan 69

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[redacted]

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	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, than 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		

Sun Tan Lotion

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[redacted]

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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 Leaving in all direction, at different speeds. No set arrangement.

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[redacted]

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? At last we were able to tell anything and the looked as out to Sea

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 answer

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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 Working in Radar Center.

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 in Radar Center when I saw it on Radar

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.

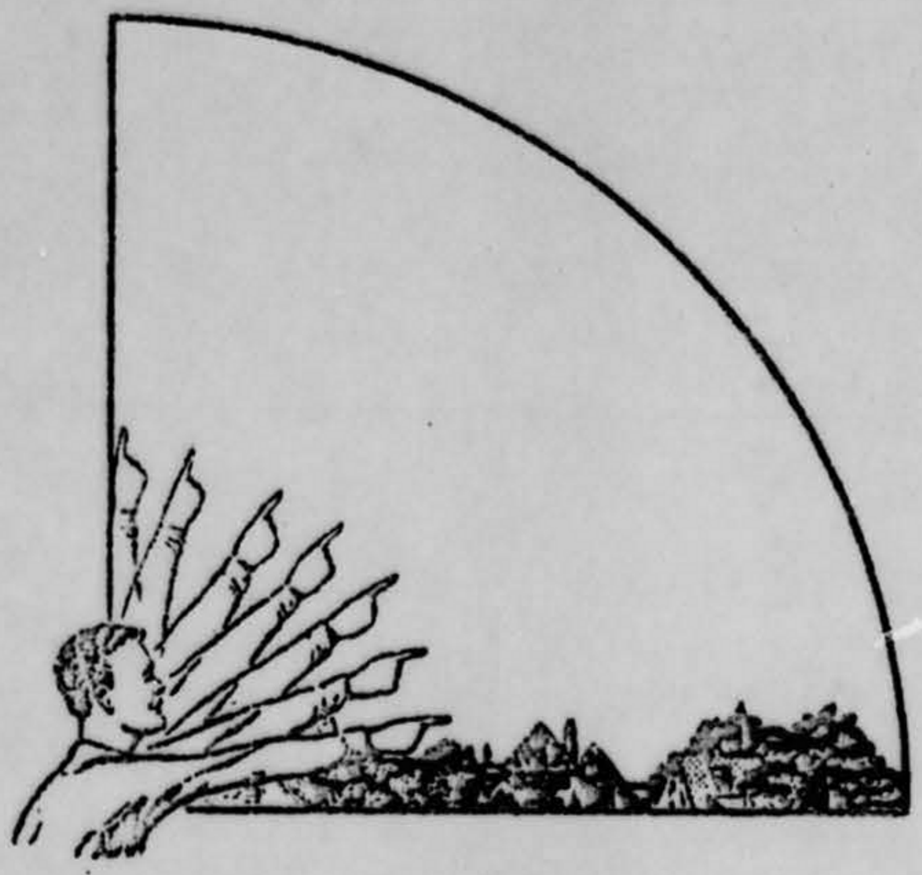
31.2 When it disappeared:

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

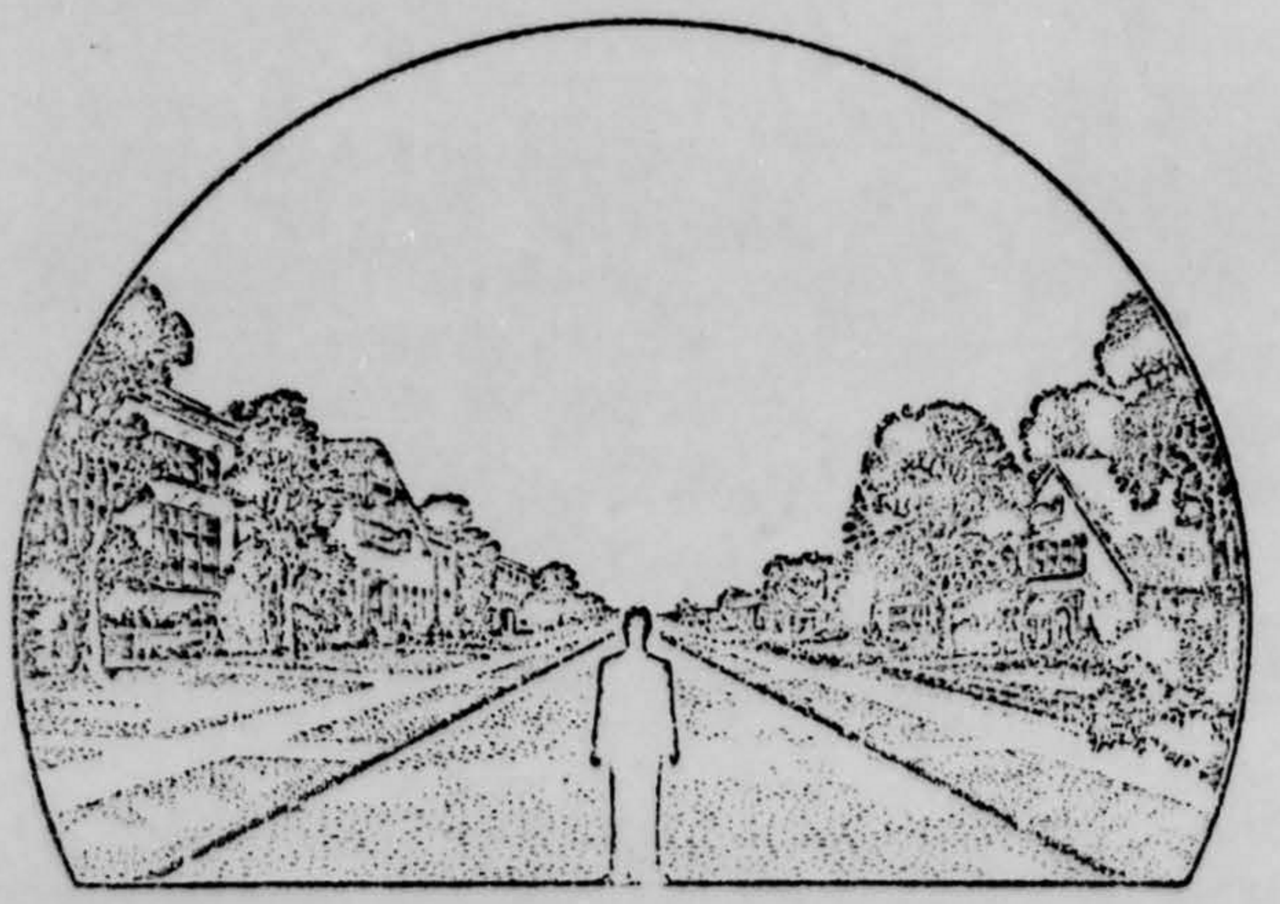
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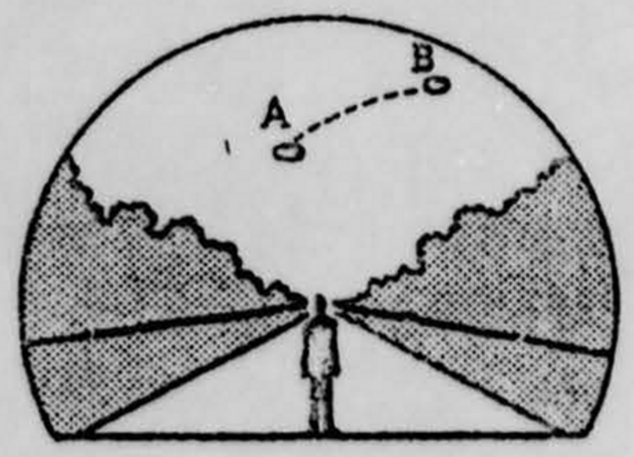
[redacted]

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) 1975 (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:

[redacted]
Finland Mine

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 radar operator.

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

We later what we saw.

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? _____ m.p.h.

VARIED from 150 to 1000 mph

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 [redacted] [redacted] [redacted]
Last Name First Name Middle Name

ADDRESS 756 Acorn St Fairbanks Zone Alaska
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) Fed. C
f. Other special training 3 years as Radar Operator

42. Date you completed this questionnaire: 15 Nov 1952
Day Month Year

CONFIDENTIAL UNCLASSIFIED
DECL

[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]

SIGNATU[redacted]

DATE 15 March 1951

(Do Not Write in This Space)

CODE:

[redacted]

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Co Col L A-F102 from Dock L. It seemed
a very hot object. Co Col L got under cover
as Col. Hoyt was sure that could not keep
up with the projectile and soon Tuesday
with Co. Hoyt & I could talk about
some of Leroy's last trip.
On Tuesday back to Dock L Co Col L got
one more contact but it faded right away.
We left Co Col L for last night.

UNCLASSIFIED

DECL: DADR

[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	D7-UFOB-1-59	PART THREE PAGE 8 OF 20 PAGES

I. SOURCE: Major James C. 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.

[redacted]
(CLASSIFICATION)

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16—85570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[redacted]

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Classification Cancelled
(or changed to _____)
Auth _____
By _____
Date _____

AIRBORNE OBSERVER'S DATA SHEET

29 Jun 67

This questionaire 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 (Day) MAR (Month) 1959 (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.	AC
[redacted]	1/LT.	P
[redacted]	A/1C	G

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

AISOP # 2
(19 Sep 56)

UNCLASSIFIED

Ind # 2

[redacted]

FOUTH AISS Classified
Document Log # 59-1436
59-1612

[redacted]

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? SCOPE OPS-35 1957

12 (Day) MAR (Month) (Year)

2. Time of day: APPROX 0800 (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 ACW (GALLAHAD) (Nearest Postal Address) FINLAND (City or Town) AFS 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

UNCLASSIFIED

ATIC FORM NO. 164 (13 OCT 54)

[redacted]

29 Dec 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	(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, than 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 SCOPE		

[redacted]

UNCLASSIFIED

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: SLOPE

(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 U2A-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

[redacted]

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
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:

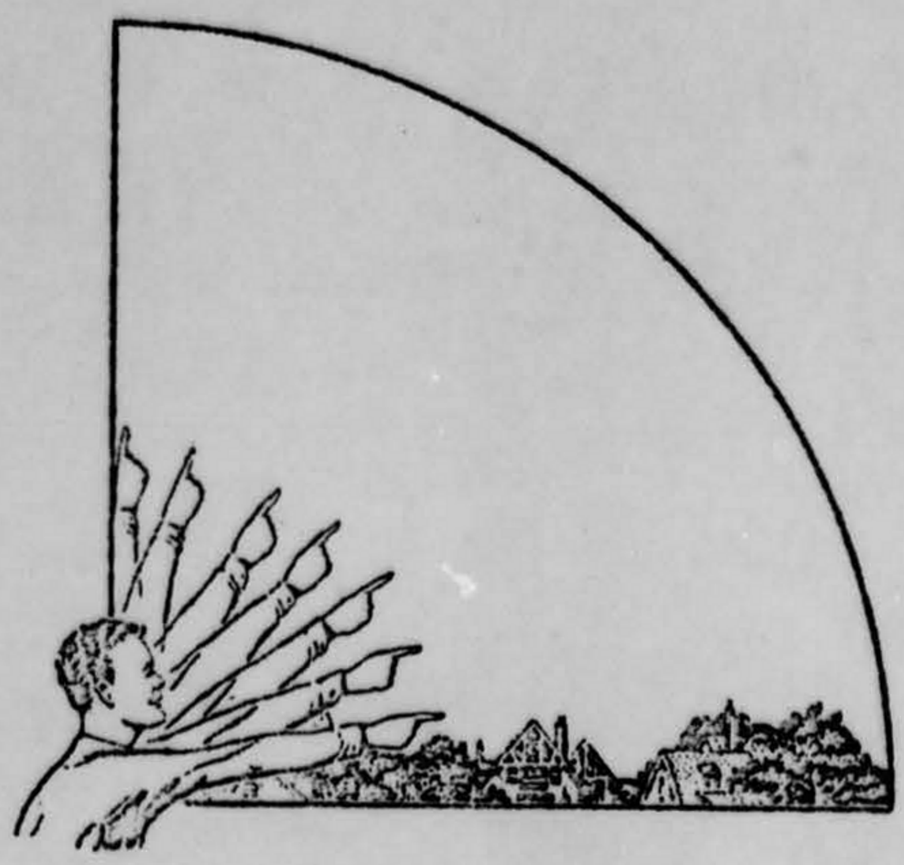
a. From true North _____ degrees.
b. From horizon _____ degrees.

31.2 When it disappeared:

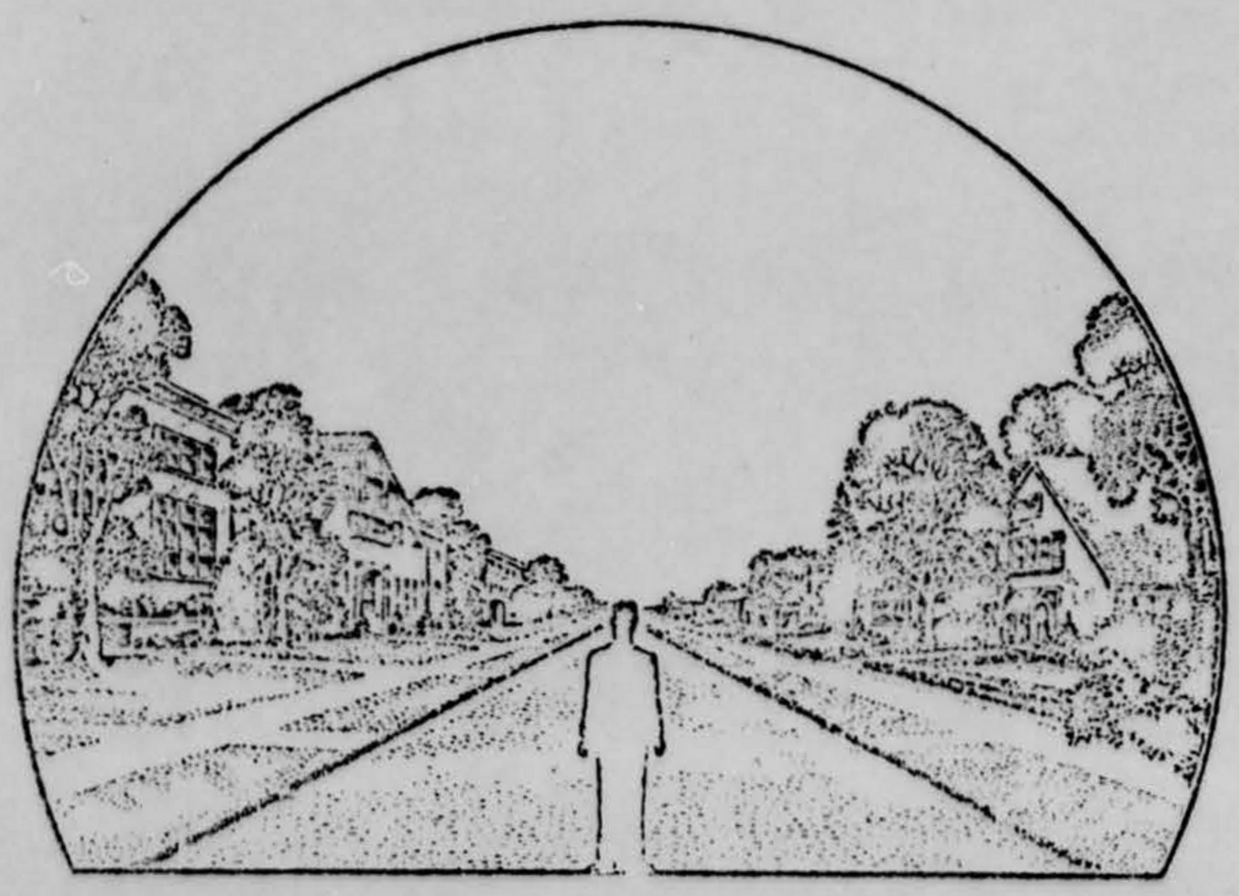
a. From true North _____ degrees.
b. From horizon _____ degrees.

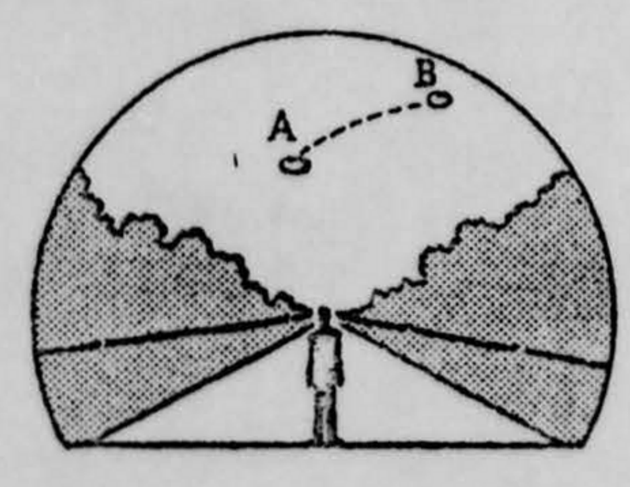
UNCLASSIFIED

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.



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

[redacted]

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

DETAILS:
DECLASSIFIED YEARS.

[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 [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS FINLAND AFS (Street) FINLAND, (City) _____ (Zone) MINN. (State)

TELEPHONE NUMBER [redacted]

What is your present job? OPERATIONS OFFICER, 756th AC+WRON

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 (Day) MARCH (Month) 59 (Year)

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PART FOUR PAGE 9 OF 20 PAGES

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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[redacted]
(CLASSIFICATION)

16—86570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739.

[redacted]
(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PART FOUR PAGE 10 OF 20 PAGES

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

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[redacted]
(CLASSIFICATION)

16—85570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

5. Aircraft identification UNCLASSIFIED

a. Type aircraft B52D

b. Serial No. 56-687

c. Home Station ELLSWORTH AFB SD

6. Flight Data

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:

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

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

2d Lt JAMES D CHAPMAN
AO 206 4607

[redacted]

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 (Day) March (Month) 1959 (Year)

2. Time of day: 00 (Hour) 30 (Minutes) Z

(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. _____ (Hours) N/A (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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ATIC FORM NO. 164 (13 OCT 54)

[redacted]

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

N/A

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? N/A

(*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)? N/A
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other _____

11. Did the object: N/A

(*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 _____		

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[redacted]

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 N/A
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? 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? N/A.

(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? N/A.
(Circle One) Yes No

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).

N/A

31.1 When it first appeared:

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

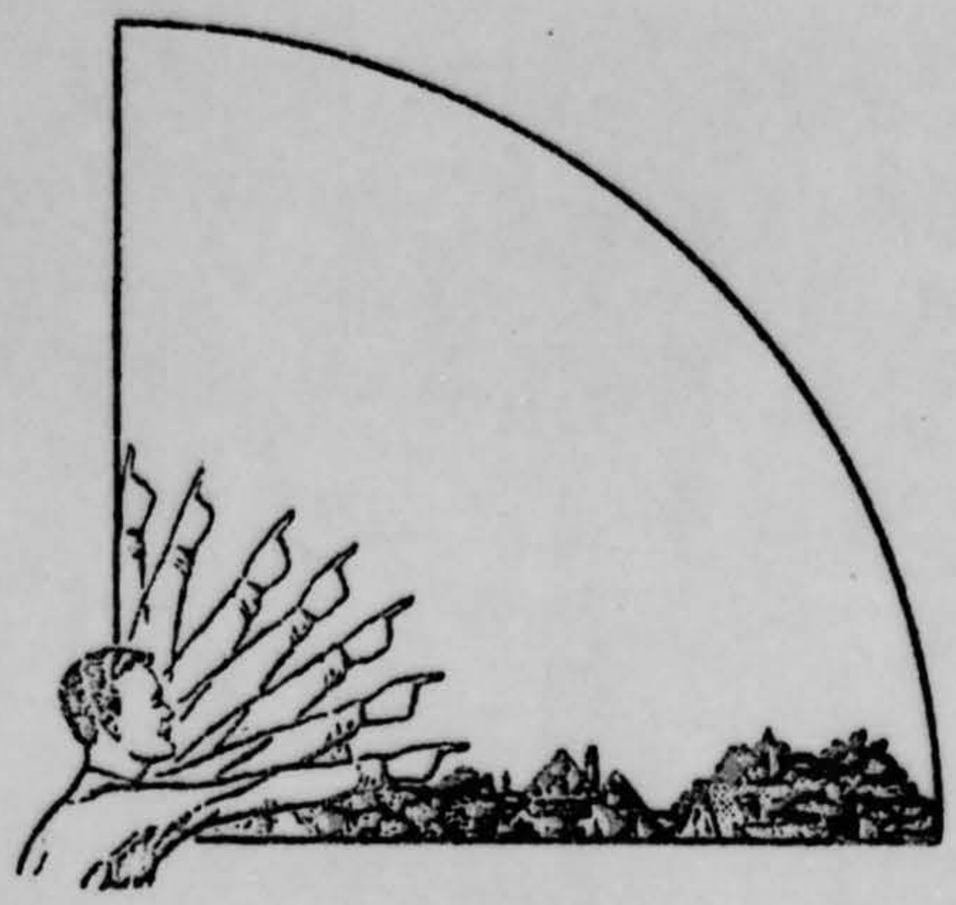
31.2 When it disappeared:

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

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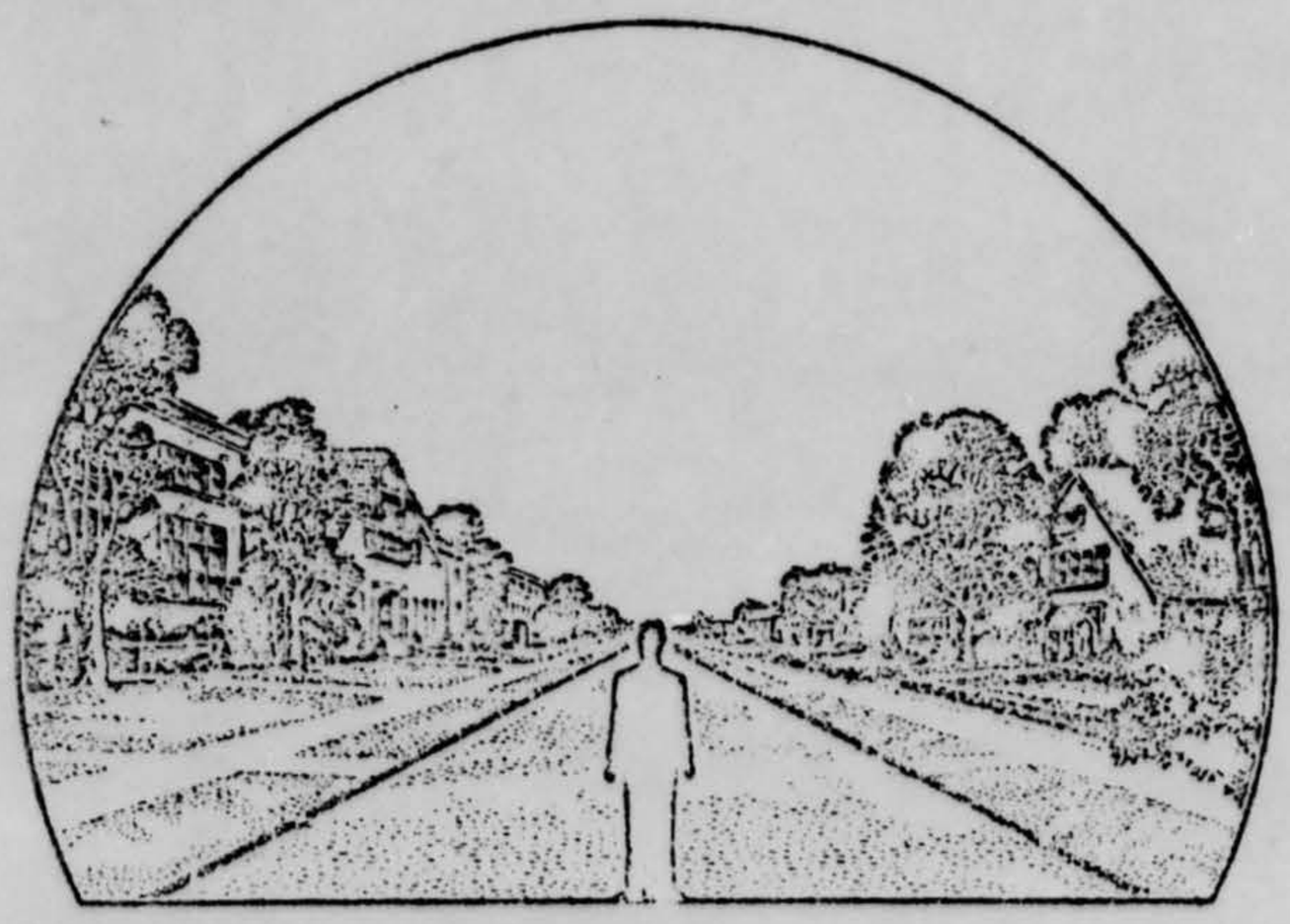
32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the same curved line to show how high the object was above the horizon (skyline) when you *last* saw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

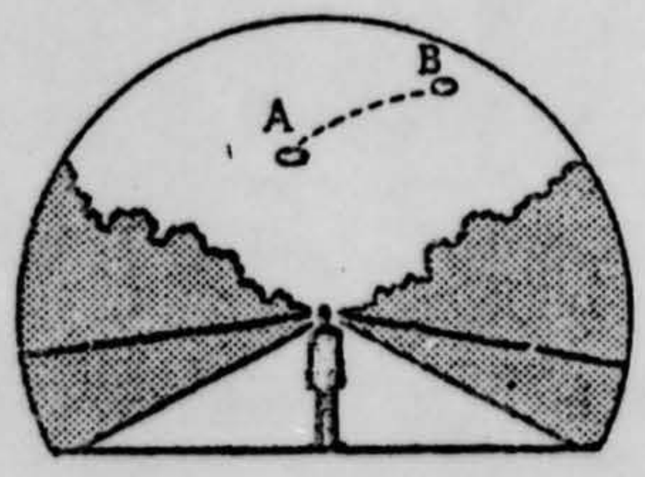
N/A



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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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? N/A

(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 N/A

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 aircraft lights.

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[redacted]

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? 1/4 miles _____ 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? 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 P.L.F. Training

42. Date you completed this questionnaire: 16 (Day) Mar (Month) 59 (Year)

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[redacted]

[redacted]

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/Lt. (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 to the 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. [illegible] was made for [illegible] lasy af- the time.

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DOWNGRADED AT 3 YEAR INTERVALS; [redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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

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.—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.

[redacted]
(CLASSIFICATION)

16—55570-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—919733

... 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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
(e.) No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

100STH AISS Classified
Document Log # 47-1736

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

DECLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PART FIVE
Detachment 7, 1006th AISS Snelling AFB, St Paul 11, Minn	D7-UFOB-1-59	PAGE 12 OF 20 PAGES

(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

DOES NOT CONTAIN INFORMATION AFFECTING THE NATIONAL DEFENSE WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, USC, SECTIONS 793 AND 794. DECLASSIFIED

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.

[redacted]
(CLASSIFICATION)

16—55370-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

[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.

1. When did you see the object?

12 (Day) 11 Nov. (Month) 57 (Year)

2. Time of day: CST 1915 (Hour) (Minutes)

(Circle One): A.M. 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?

_____ (Nearest Postal Address) _____ (City or Town) _____ (State or Country)

Additional remarks: Radar Observed in ATC

5. Estimate how long you saw the object. _____ (Hours) _____ (Minutes) _____ (Seconds)

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? N/A

(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? N/A

(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 57

[redacted]

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?
N/A
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	(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 N/A	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

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, than 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-S		

UNCLASSIFIED DOWNGRADED AT 12 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS.

[redacted]

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

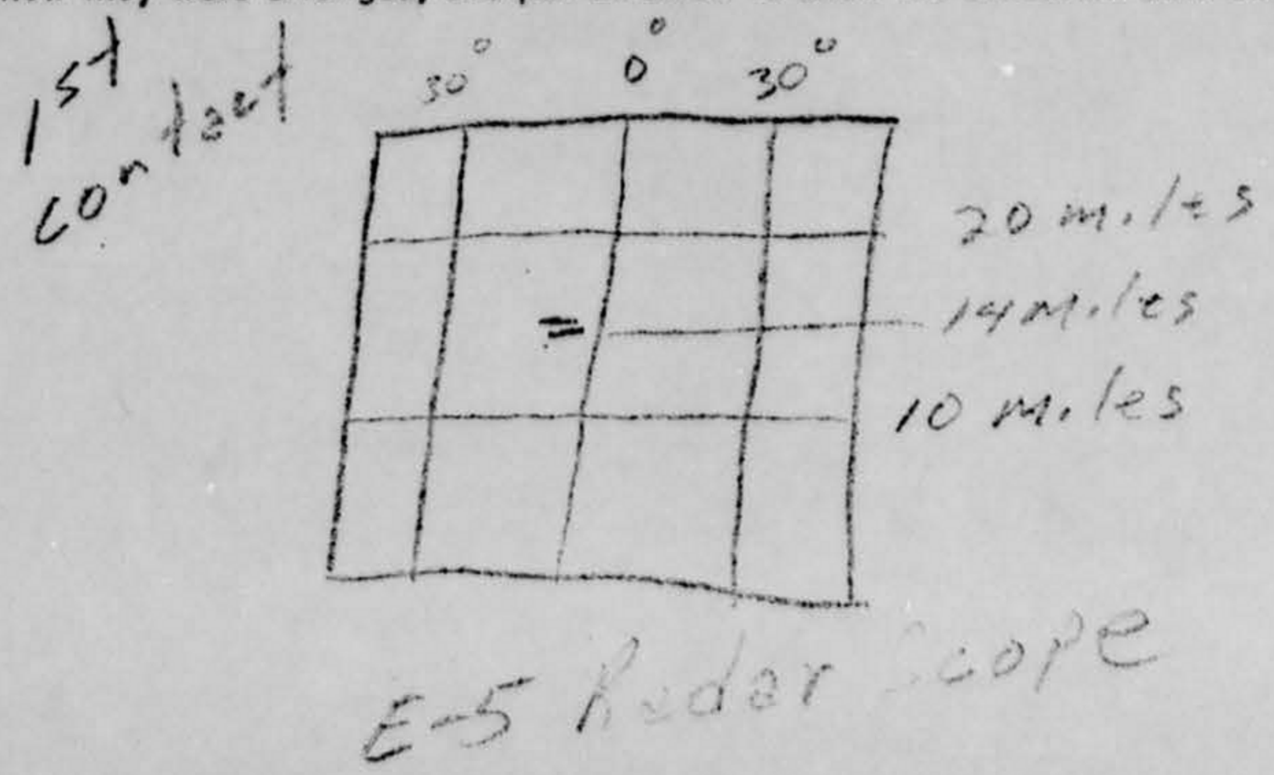
18. The edges of the object were:

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



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 PIC ON SCOPE

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? 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

[redacted]

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. N/A

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)* 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: N/A

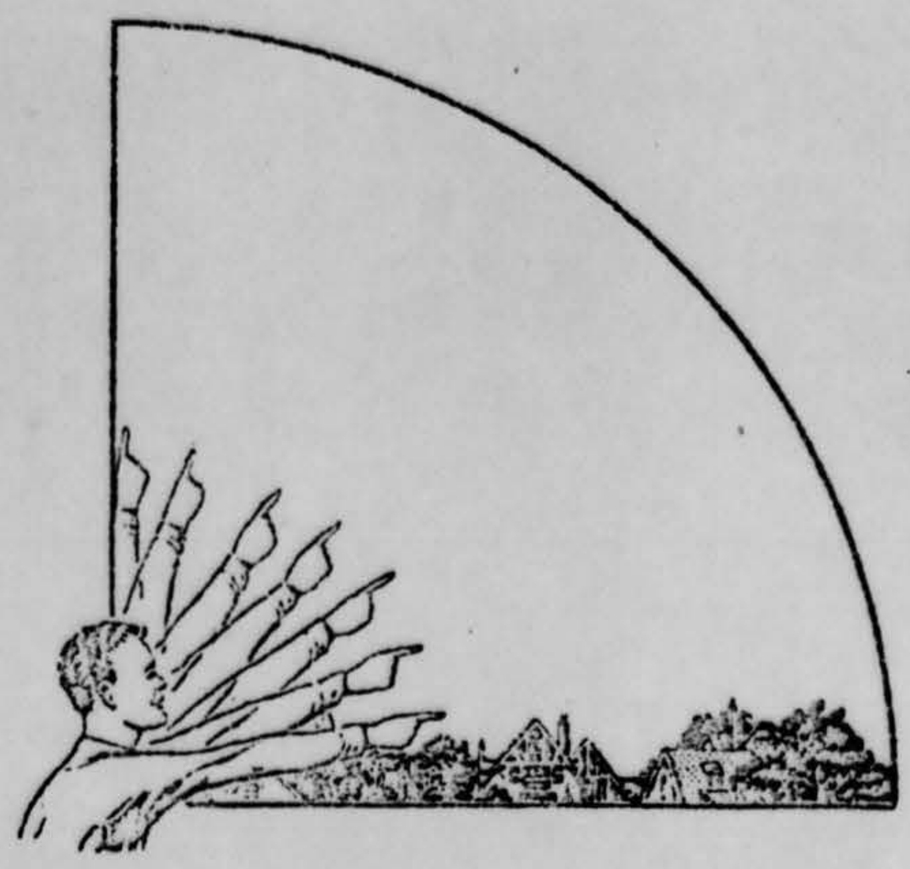
a. From true North _____ degrees.
b. From horizon _____ degrees.

31.2 When it disappeared:

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

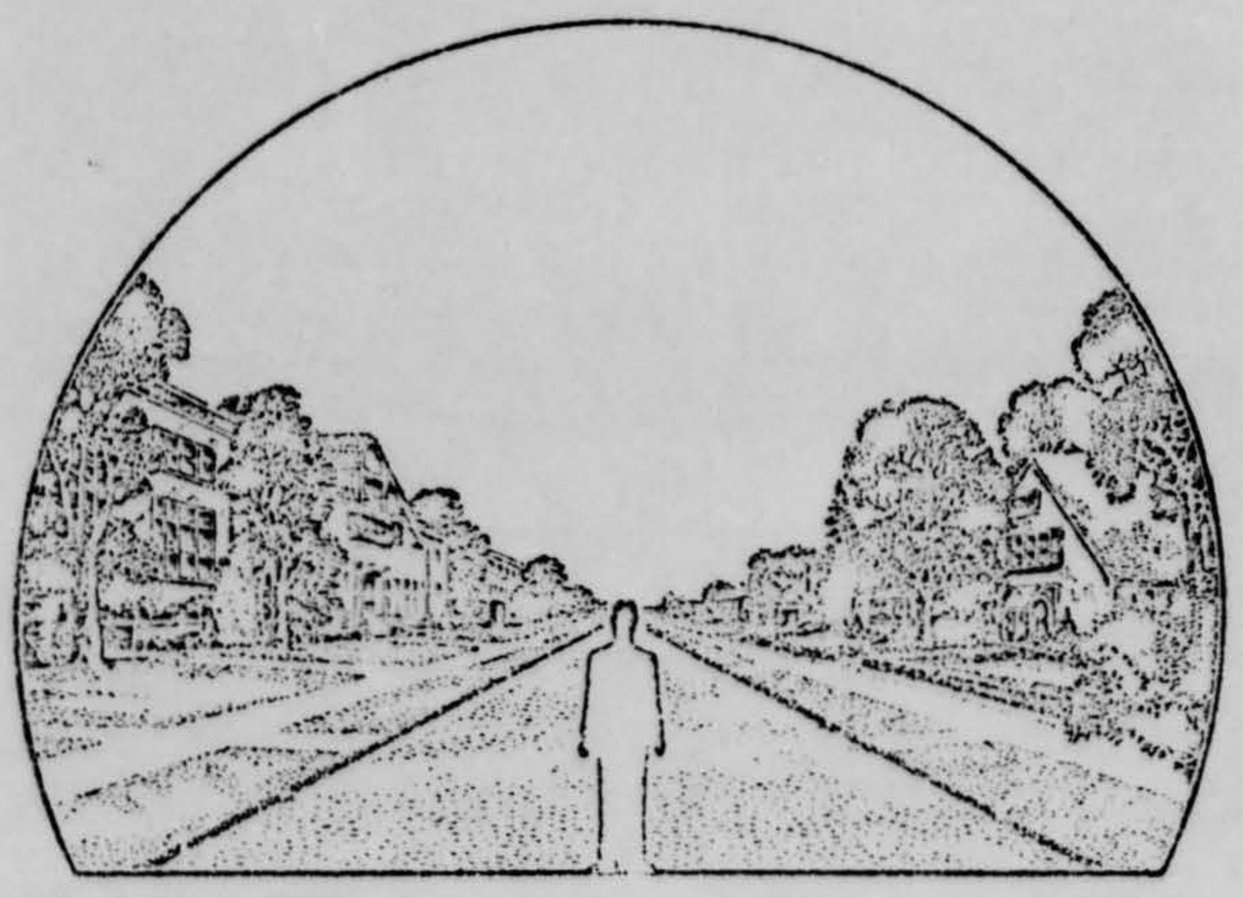
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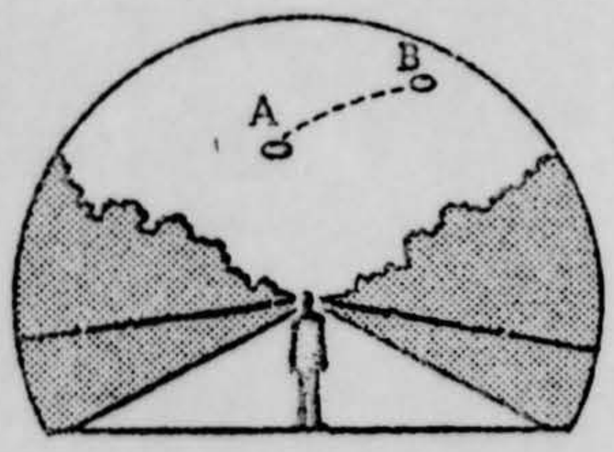
32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the *same* curved line to show how high the object was above the horizon (skyline) when you *last* 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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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 / 57
Day / Month / Year

TO CONTROLLER AT P-69 FINLAND, MINN.

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

PILOT

(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:

2ND LT [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

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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? 200 to 250K m.p.h.

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

(Circle One) (Yes) No

1st CONTACT - 14 to 9 MILES
2nd " " - 9 - 2 MILES
3rd " " - UNKNOWN

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

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 Trng
(Type) USAF K.O Trng
f. Other special training _____

42. Date you completed this questionnaire: 17 (Day) March (Month) 1959 (Year)

[redacted]

2/4t

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[redacted]

[redacted]

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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)

SIGNATURE [redacted]

DATE 17 March 59

(Do Not Write in This Space)

CODE:

UNCLASSIFIED

[redacted]

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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. IT WAS A LIGHT.

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DOWNGRADED AT 2 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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Document Log # 59-1432
59-1402

[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART SIX
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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 230 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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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART SIX
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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;
DECL

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AF FORM 1 OCT 52 112a REPLACES AF FORM 112-PART II, 1 JUN 48, WHICH MAY BE USED.

[redacted] CLASSIFICATION

(SECURITY INFORMATION when filled in)

U. S. GOVERNMENT PRINTING OFFICE : 1956—O-387562 16—68470-1

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AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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:

1930 Central Time ☐ Daylight Saving
Time Zone ☐ Standard

or 1301302 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
[redacted]	CAPTAIN	RA (Radar Observer)

AISOP # 2
(19 Sep 56)

UNCLASSIFIED

29 Jan 67

[redacted]

5. Aircraft identification

a. Type aircraft F-94C

b. Serial No. _____

c. Home Station Duluth, Minnesota

6. Flight Data

a. Heading 180°

[x] Mag [ ] True [ ] Compass

b. Ind. Altitude Appr 27,000

c. Ind. Airspeed 280Kts

[x] 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: 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.

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.

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: two other ANG F-86Ds, however we were not in visual or radar contact with them

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

(Circle one) (Yes) No Comments: 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, GALLAHAD, at FINLAND, Minnesota.

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	Minutes	Seconds
	3-4	10-15 10-15

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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
(e.) No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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

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.

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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. 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

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DECLASSIFIED AFTER 12 YEARS
UNCLASSIFIED

[redacted]

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 asay 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 Sightin ?

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

[redacted] [illegible] [illegible] [illegible

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 F-94c aircraft, and similiar 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. 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 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. feet.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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[redacted]

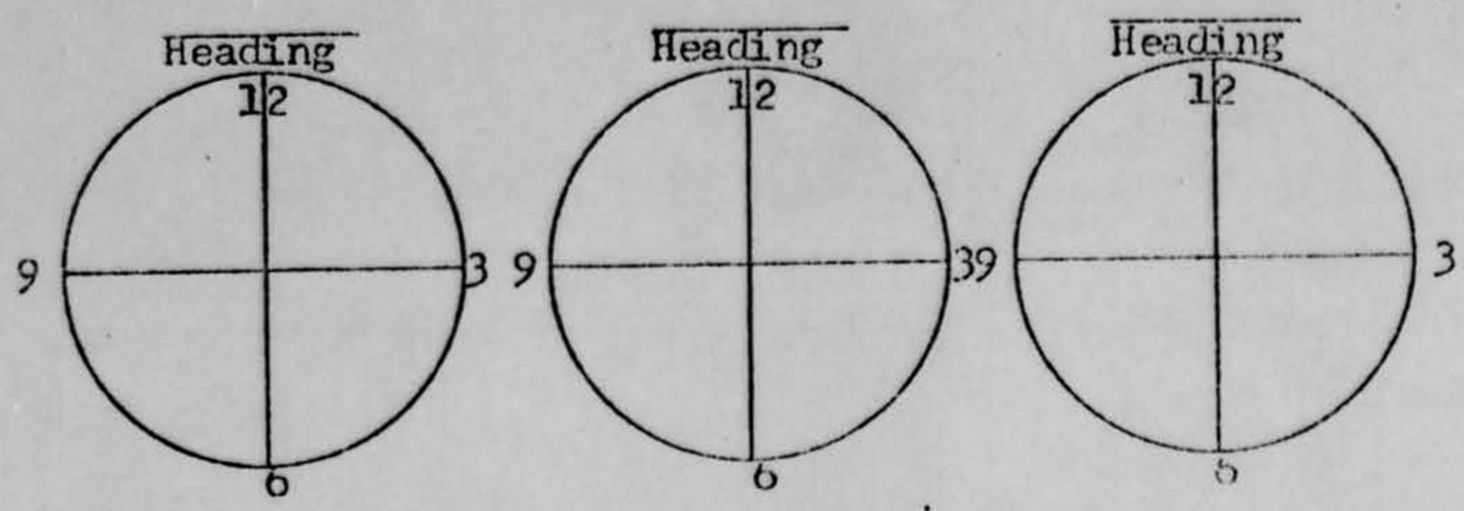
USAF ATIC Classified
Document Log #59-1436
59-1612

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.

[redacted]

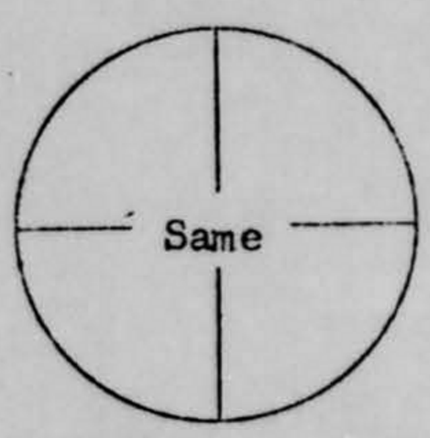
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

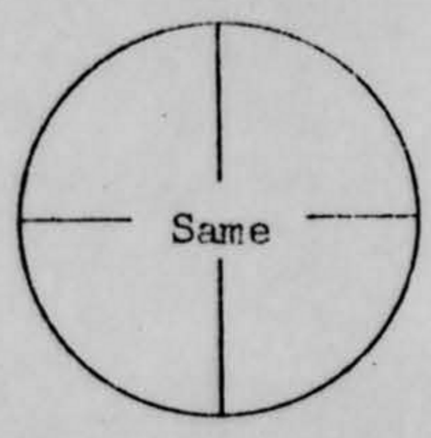


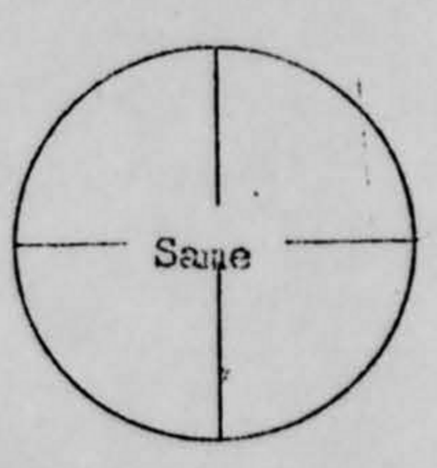
(Circle one)
HIGH
LOW
LEVEL

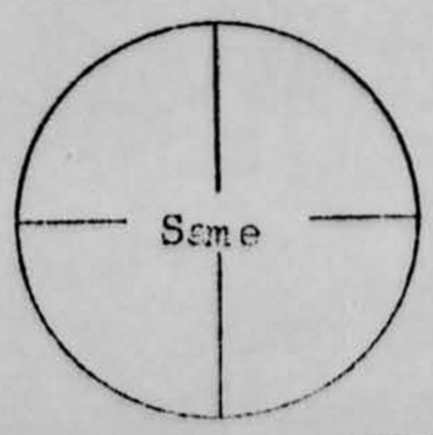
(Circle one)
HIGH
LOW
LEVEL

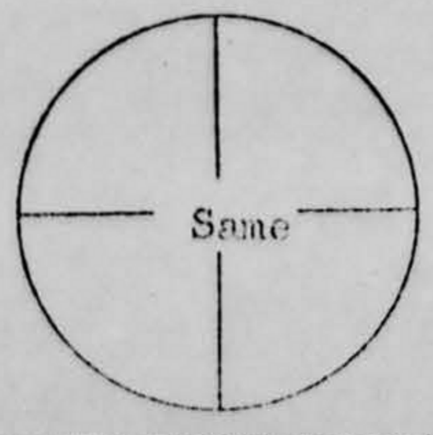
(Circle one)
HIGH
LOW
LEVEL

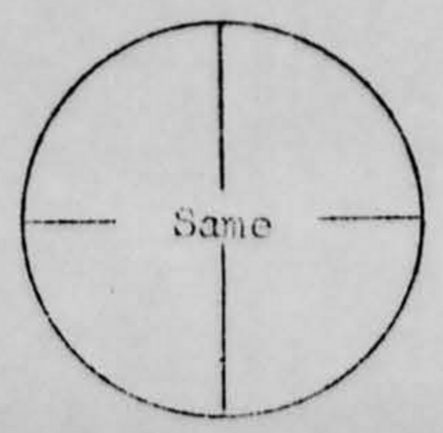












46. **Please give a brief narrative account of sighting and any other additional data or comments.**

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 then gave off what appeared to be chaff, but it was not chaff. Much larger and not as sharp at this time target was lst 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.

UNCLASSIFIED

[redacted]

[redacted]

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 [redacted]

Age 27 Sex Male

Please indicate any special educational training that you have had.

a. Grade School 8th
b. High School 12th
c. College 4 years
d. Post graduate 3 credits
e. Technical School None
(Type) _____
f. Flying School Basic &Radar Observer
g. Other special training None

48. Date you completed this questionaire?:

17 MARCH 1959
Day Month Year

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.

ADDITIONAL INFORMATION: NONE ACQUIRED

[redacted]

[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

UNCLASSIFIED

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART SEVEN
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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 dissapated 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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[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE OF PAGES
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	

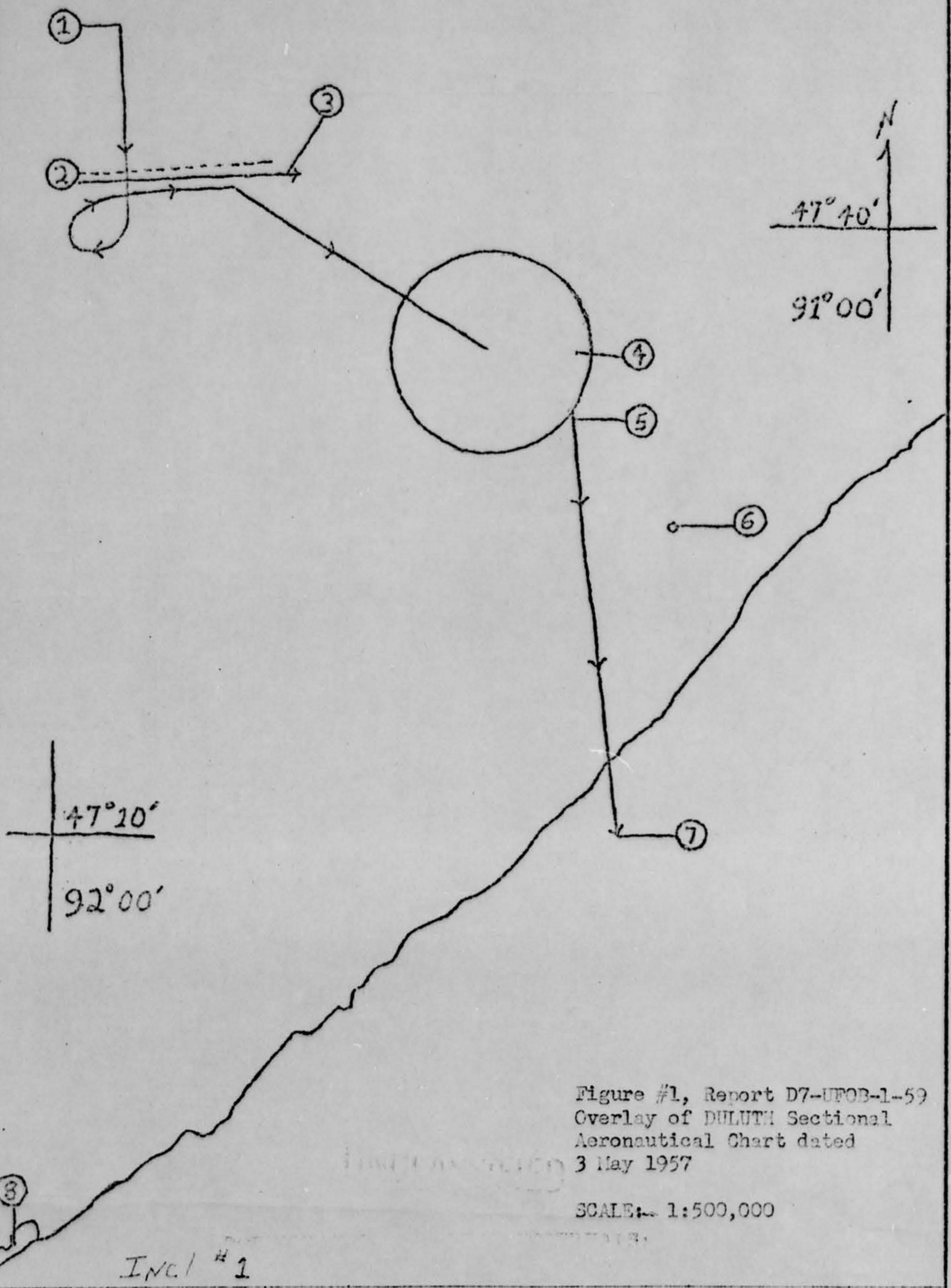


Figure #1, Report D7-UFOB-1-59
Overlay of DULUTH Sectional
Aeronautical Chart dated
3 May 1957

SCALE:- 1:500,000

Incl #1

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AF FORM 1 OCT 52 112a REPLACES AF FORM 112-PART II, 1 JUN 48, WHICH MAY BE USED.

[redacted] CLASSIFICATION

(SECURITY INFORMATION when filled in)

GOVERNMENT PRINTING OFFICE 1956 O-387562 16-68470-1

UNCLASSIFIED [redacted]

AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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 Saving
Time	Zone	

☒ Standard

or _____ Z (GMT)

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

Unknown

Coordinates

29 June 57

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

NAME	RANK	CREW POSITION
[redacted]	1/Lt	Pilot
[redacted]	Capt	Radar Observer

AISOP # 2
(19 Sep 56)

DOWNGRADED AT 3 YEAR INTERVALS
DOD DIR 5200.10

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Incl #2

[redacted]

5. Aircraft identification

a. Type aircraft F-94 C

b. Serial No. _____

c. Home Station Duluth, Minn.

6. Flight Data

a. Heading Varied

☐ Mag ☐ True ☐ Compass

b. Ind. Altitude 11,000

c. Ind. Airspeed 400 kts

☒ 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: 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.

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: Two other A/C in Flight. We were aware of their presence.

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

(Circle one) (Yes) No Comments: Galahad

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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: _____

_____

_____

Radar contact. No visual contact

14. 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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
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 asay 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
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

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59-1672

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.

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
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.

UNCLASSIFIED

[redacted]

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

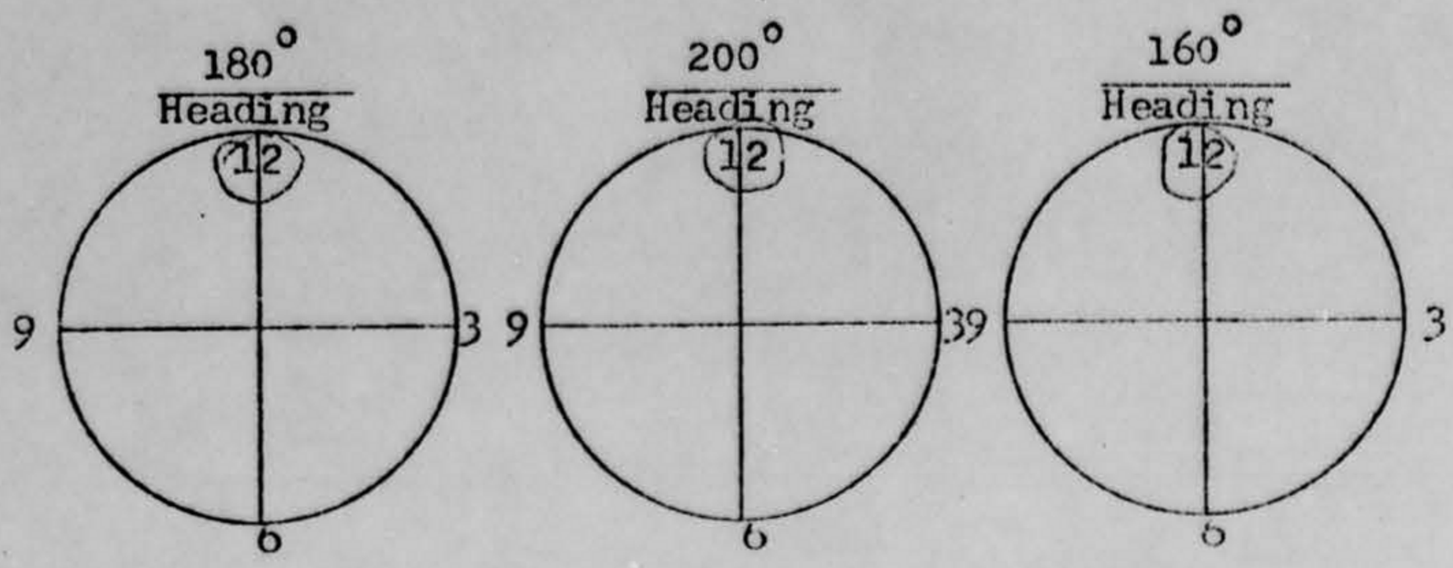
44. If practicable, attach to this page the section of a local area chart which shows the location of the sighting. On this chart plot the flight path of your aircraft and the flight path of the object.

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.

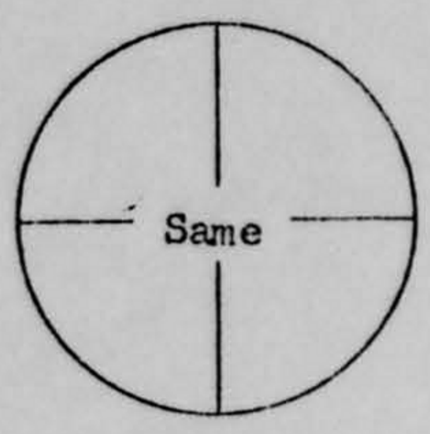
11,000 ft these headings not absolutely exact

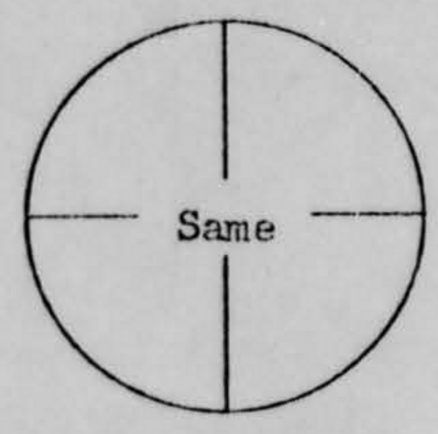


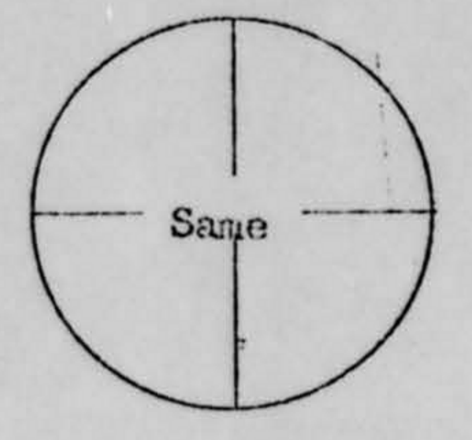
(Circle one)
HIGH
LOW
LEVEL

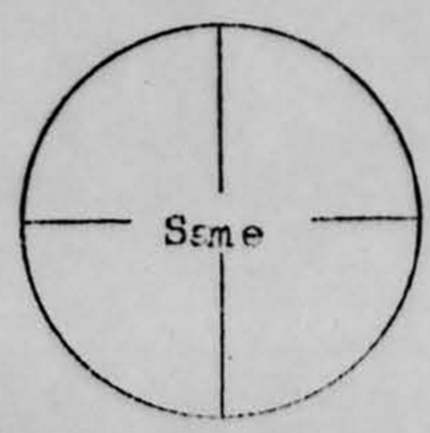
(Circle one)
HIGH
LOW
LEVEL

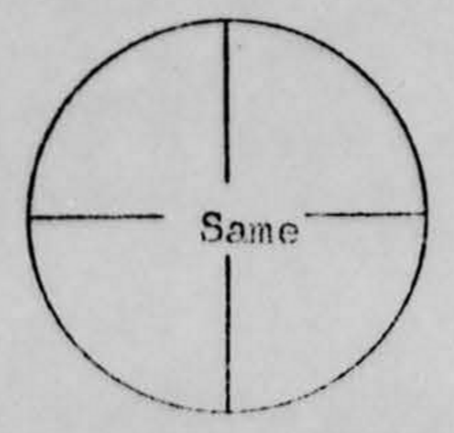
(Circle one)
HIGH
LOW
LEVEL

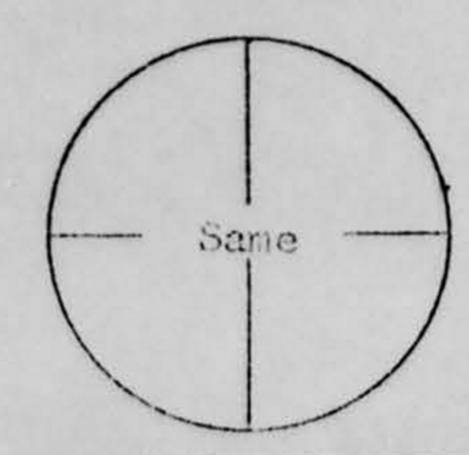












46. Please give a brief narrative account of sighting and any other additional data or comments.

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 8
b. High School 4
c. College 2
d. Post graduate
e. Technical School USAF and
(Type) Airline Flying Training
f. Flying School USAF
g. Other special training

48. Date you completed this questionaire?:

18 March 1959
Day Month Year

[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART EIGHT
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PAGE 16 OF 20 PAGES

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

[redacted]
CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART EIGHT
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	PAGE 16 OF 20 PAGES

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36. How did the object or objects disappear from view? WHEN IT DISAPEARED 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 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 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

100TH AISS Classified
Document Log # 59-1436
59-1612

[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART EIGHT
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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 intermittenly. 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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[redacted]

[redacted]

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AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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 Saying ☐ 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
[redacted]	1st Lt.	Pilot
		2

AISOP # 2
(19 Sep 56)

UNCLASSIFIED

[redacted]

28 Jan 62

5. Aircraft identification

a. Type aircraft F-102A

b. Serial No. _____

c. Home Station DULUTH AFB, Minn.

_____

6. Flight Data

a. Heading 090 degrees

☐ Mag ☐ True ☒ Compass

b. Ind. Altitude 20 Angels

c. Ind. Airspeed .92 Mach

☐ 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: By following GCI vectors

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 Don't Know

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: Galahad was immediately notified

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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember
g. Not apllicable

[redacted]

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: (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 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.

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 asay would you say it was? below 5 ~~miles~~ feet.

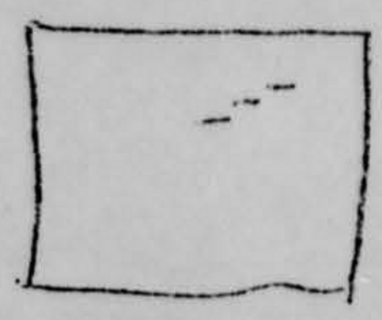
32. Try to estimate the number of degrees the object was from true North (Azimuth).

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.



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 from view? _____

Never did on visual

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. ?

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. ?

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

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

[redacted]
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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 occurance. 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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[redacted]

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? _____

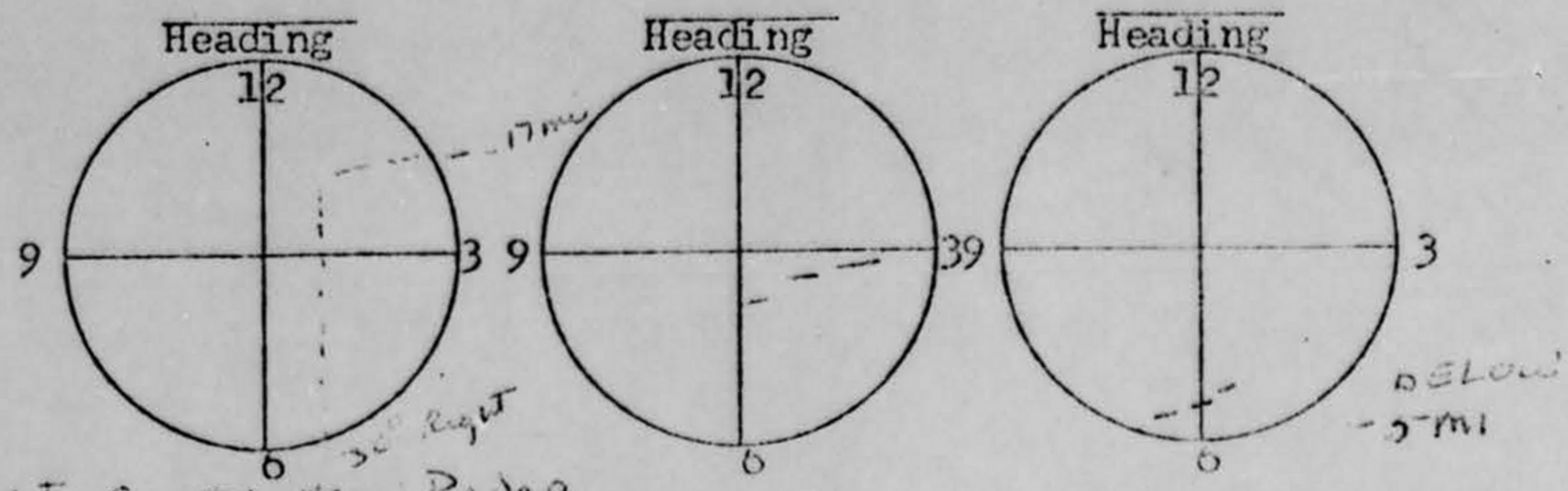
43. In your opinion what do you think the object was and what might have caused it?

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 5200.10

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

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.

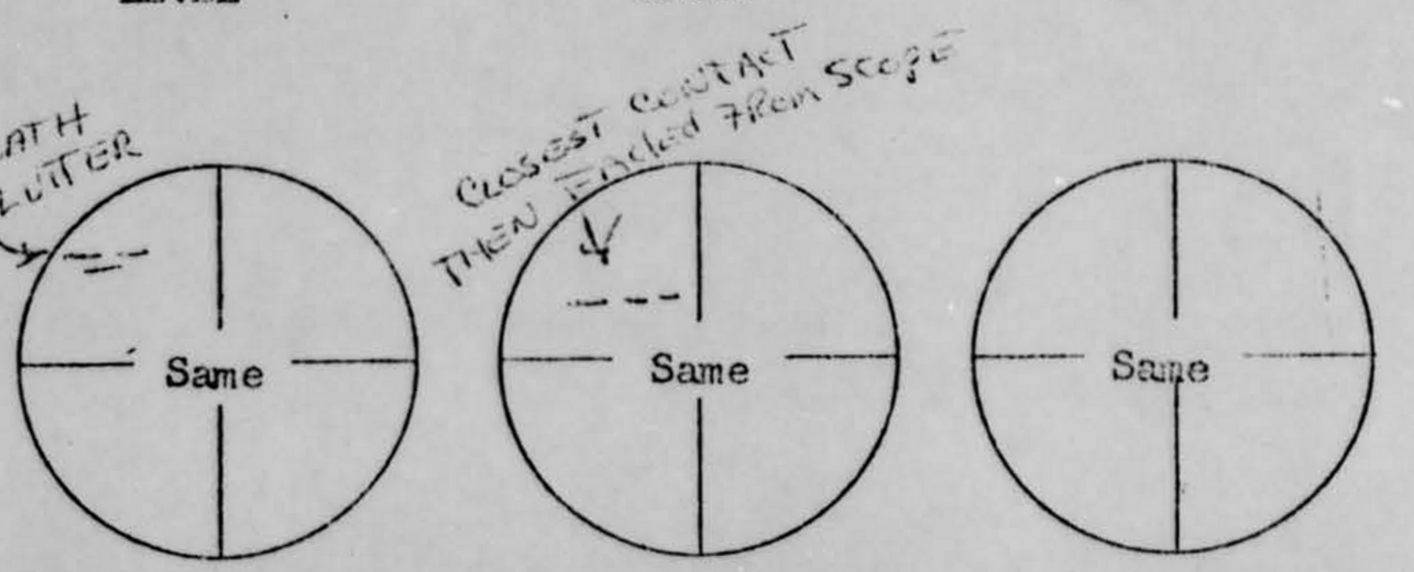


1ST CONTACT ON RADAR

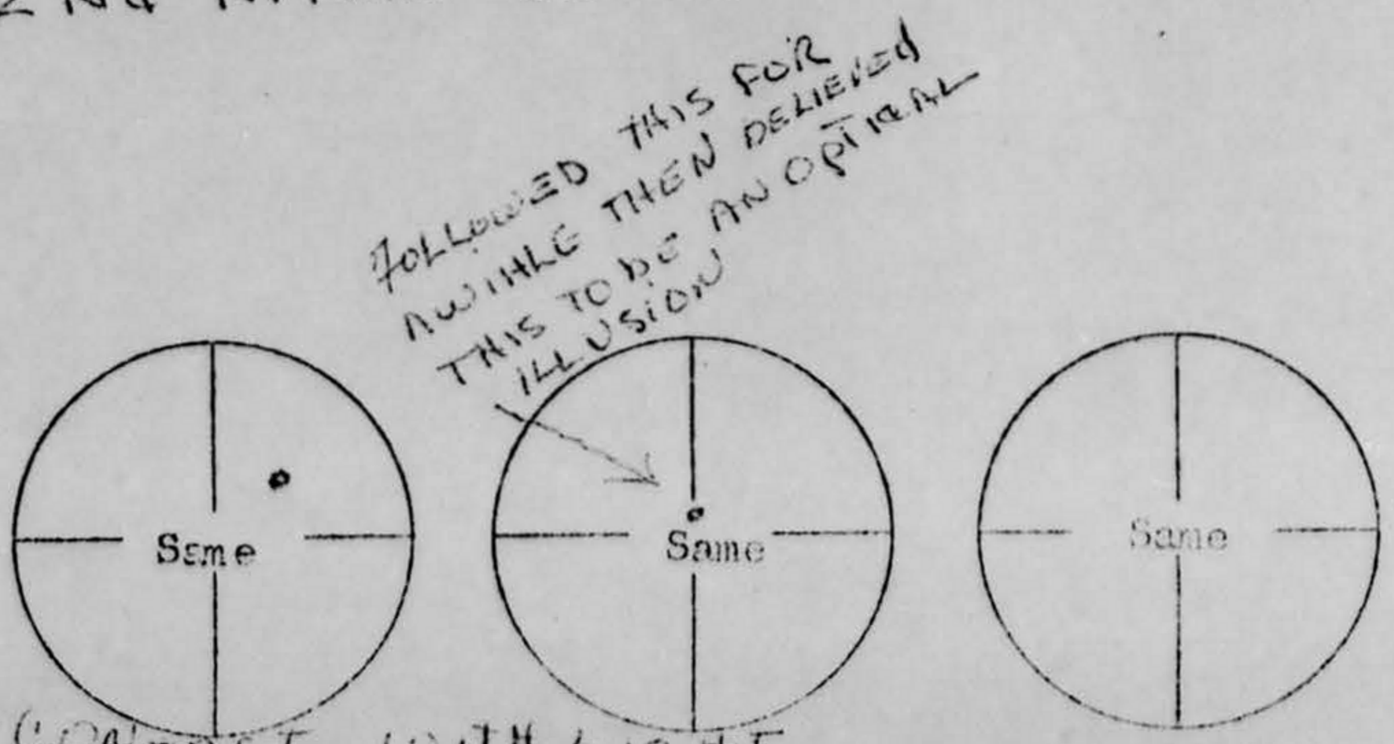
(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL

(Circle one)
HIGH
LOW
LEVEL



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 a 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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47. Please give the following information about yourself:

NAME [redacted] [redacted] [redacted]
Last Name First Name Middle Name

ADDRESS [redacted] Duluth Municipal Airport, Duluth Minnesota
Street City Zone State

TELEPHONE NUMBER [redacted]

What is your present job? Alert Pilot 11th FIS

Age 26 Sex Male

Please indicate any special educational training that you have had.

a. Grade School x
b. High School x
c. College x
d. Post graduate 1 year
e. Technical School _____
(Type) _____
f. Flying School x
g. Other special training _____

48. Date you completed this questionaire?:

18 MAR 59
Day Month Year

[redacted] [redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART NINE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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
Minzen 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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CLASSIFICATION [redacted] (SECURITY INFORMATION when filled in) UNCLASSIFIED

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART NINE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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&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 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&WRON, 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&WRON. 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&WRON Operations Log (Extract)

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NNRNMJ018213ZCBRB154
PP RJEDNG
DE RJWXBR 443
P 20233ØZ
FM CINCSAC
TO COMDR DET 7 1006 AI S SNELLING AFS MINN
BT
/UNCLAS/DOOPF 25924. SUBJECT: UFO SIGHTINGS. REFERENCE YOUR MESSAGE AISD7 014, 19 MAR 59, AND CONVERSATION CAPT STINE, 19 MAR 59. THI COMMAND AD SINGLE B-52 AIRCRAFT WORKING AREA DURING TIMES SPECIFIED. AIRCRAFT FROM 28 BW BASED ELLSWORTH AFB, SOUTH DOKOTA. ADC HOULD HAVE RECORD OF ANY ECM ACTIVITY CONDUTED BY THIS AIRCRAFT.
BT
20/2342Z MAR RJWXBR

Incl #1, D7-UFOB-1-59

tion to_____

Info:_____

NNNM007QII0ZCWYD726
PP RJEDNG
DE ROWFBD 60B
P 200130Z
FM FLT SVC CEN 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

(Rev. 1-1-55)

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DULUTH, [redacted] DATE JAN 12 1956

TYPE	TIME (CST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS (mbs)	TEMP (°F)	DEW PT (°F)	WIND DIRECTION	WIND SPEED (kts)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVERS INITIALS
1	2	3	4	5	6	7	8	9	10	11	12	13	15
R	0055	50 ⊘ 1000 ⊘	15+		163	21	5	N	7		993		EM
R	0155	50 ⊘ 1200 ⊘	15+		159	19	13	↓ N	6		992		EM
R	0255	600 ⊘	15+		159	18	12	N	7		992	603 1070	EM
R	0355	O	15+		159	16	11	N	6		992		EM
R	0455	O	15+		159	14	10	N	8		992		EM
R	0550	O	15+		159	13	10	N	6		991	10411	EM
R	0653	O	15+		159	12	7	N	7		991		EM
S1	0748	3 - ⊘	15+					NW	9			F 181	EM
RS1	0758	193 ⊘	3/4	G	163	15	11	NW	9		992	V SCT S 3 V S BY 15/S	EM
												F W W 0 9	
S3	0803	W2 X	1/2	F				NW	11			(F 181)	AM
S4	0814	- X	1/2	F				NW	11			F 8	RC
S5	0824	- X	3/4	F				NW	11			F SCT 3 W FX	AM
S6	0841	- X	5	G+				↓ N	8			4 2 V SCT 6 13	AM
7	0940	O	10										AM
R	1054	O	15		166	18	4	↓	6		993	W C ⊘ CIG ME 1700	1540 AM
R	1155	C	15+		162	12	13	↓ N	9		993		AM
R	1255	15 ⊘	15+		156	7	5	↓ N	5		991		AM
L	1340	20 ⊘	15+										AM
R	1455	25 ⊘	12+		149	8	17		C		989		AM
L	2214	20 ⊘	15+										AM
R	1555	35 ⊘	12		139	19	17	↑ N	3		981		AM
S2	1746	44 ⊘ ⊘ L P	15+					N	4				AM
R	1855	40 ⊘ ⊘ ⊘	15+		135	29	26		C		985		AM
R	1955	40 ⊘ 3 ⊘ ⊘	15+		132	30	16	← N	5		984	417 1101	RC
S8	2024	40 ⊘ - ⊘	15+					← N	9				RC
R	2055	4 ⊘ ⊘ - ⊘	15+		125	29	15	←	7		982		RC
R	2150	1 - ⊘	15+		125	27	14	← N	10		981		AM
R	2250	1 - ⊘	15+		119	25	13	← N	7		979		AM
S9	2332	⊘ 150 ⊘	15+					← N	5				AM
R	2350	⊘ 140 ⊘	15+		115	24	12	← N	6		978		AM
R	0050	⊘ 130 ⊘	15+		115	20	14	← N	5		978	B ⊘ ⊘ ⊘	AM
R	0152	⊘ 110 ⊘	15+		112	19	14	← N	5		976	707 1101	AM
L	0235	⊘ 15 ⊘	15+										AM
R	0354	10 - ⊘	15+		102	29	17	N	6		974		AM
R	0455	⊘ 35 ⊘ ⊘ ⊘	15+		091	25	4	N	10		972		AM
L	2355	⊘ 45 ⊘	15+										AM
R	0350	⊘ 30 ⊘	15+		085	25	16	N	7		970		AM

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 12 1959

HOUR	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	LOWEST LAYER TYPE & DIR	LOWEST LAYER HEIGHT	SECOND LAYER AMT	SECOND LAYER TYPE & DIR	SECOND LAYER HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	THIRD LAYER TYPE & DIR	THIRD LAYER HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT	FOURTH LAYER TYPE & DIR	FOURTH LAYER HEIGHT	TOTAL OPAQUE SKY COVER				
1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
1		4	2	SC	50	2	AC	1 [illegible]	4	0			4	0			4				
2	28	3	2	SC	50	1	AC	1 [illegible]	3	0			3	0			3				
3	78	1	1	AC	[illegible]	0			1	0			1	0			1	5	010		
4	81	0	0	AC	[illegible]	0			0	0			0	0			0				
5	45	0	0			0			0	0			0	0			0				
6	90	1	0	AC	[illegible]	0			0	0			0	0			0	4	060		
7	82	2	0	SC	100	0			0	0			0	0			0				22
8	82	6	6	FS	M3	0			6	0			6	0			6				50
9	85	6	6	AC	100	0			0	0			0	0			0	3	040		60
10	69	1	0	SC	M5	0	AC	100	0	0			0	0			0				60
11	61	1	1	SC	15	0			1	0			1	1			1				20
12	68	3	3	SC	25	0			3	1			3	0			3	5	035		50
13	62	5	5	SC	25	0			5	0			5	0			5				70
14	50	7	7	SC	M4	0	CI	[illegible]	7	0			7	0			7				50
15	56	7	6	SC	M3	1	SC	[illegible]	7	0			7	0			6	4	050		50
16	65	8	4	SC	40	4	SC	[illegible]	8	0			8	0			4				60
17	56	10	0	SC	40	10	SC	[illegible]	10				10	0			3				40
18	59	11	1	SC	45	10	CU	[illegible]					10	0			5	7	050		37
19	60	11	M	FS	M10	11				1				0			11				0
20	67	11	M	FS	M10	11				0				0			11				
21	64	M	M	FS	M10	11				0				0			11	7	040		
22	64	10	10	FS	20	11			11	0			11	0			11				
23	64	10	7	SC	M5	3	SC	50	11	0			11	0			10				
24	67	M	10	FS	M10	11				0				0			11	7	040		

SYNOPTIC OBSERVATIONS

HOUR	MAX TEMP (°F)	MIN TEMP (°F)	HGT OF SFC MB SURFACE	STATE OF GRND	SEA STATE & DIR	SWELL HGT. & DIR	SWELL PERIOD	SURF H_1 H_2 H_3 P_1 P_2 P_3	WATER TEMP	SOIL TEMP		
0	24	16									X	
3	21	12		7								
6	21	11		6					32			
9	21	15		6								
12	26	22										
15	25	25										

STATION PRESSURE COMPUTATIONS

TIME (EST)	09	15	21	03
ATT THERM				
ORIFICE EXP				
TOTAL CORR				
STA PRESS	29.20	29.18	29.22	29.20
BAROGRAPH	29.20	29.18	29.22	29.20
DIF CORR	0	0	0	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

HOUR	PRECIP & THDRSTM.	BEGAN	ENDED	DUR	OBSTN TO V	BEGAN	ENDED	DUR
00					2	0732	1125	
12					0.2	1244	1553	

HOUR	SNOW ON GRD (INS)	LAYER (MST) TOP	LAYER (MST) BASE	RIVER GAGE	24 HR MAX R H	24 HR MIN R H
00	11				86	55

REMARKS AND MISCELLANEOUS PHENOMENA

Ceil 7

0000 142

520 1[illegible]

1735 1.4-

1752 1.03

0000 1.42

A B FORM 1130 B

U. S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DATE SEP 12

TIME (LST)	STATION PRESSURE (ins)	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	28.435	20.5	14.4	71	4	2	SC	50	2	AC	120	4	0			4	0		
01	28.4	19.2	17.2	78	2	2	SC	50	1	AC	120	3	0			3	0		
02	28.43	17.5	16.2	78	1	1	AC	120	0			1	0			1	0		
03	28.43	16.1	15.4	91	0	0	AC	120	0			0	0			0	0		
04	28.43	14.4	13.7	93	0	0			0			0	0			0	0		
05	0	28.4	13.5	13.0	90	1	1	AC	120	0			0	0			0	0	
06	53	28.4	11.6	11.2	92	0	0	SC	120	0			0	0			0	0	
07	28	28.4	14.8	14.3	93	2	8	FS	120	0			6	0			8	0	
08	1	28.4	17.1	12.1	85	2	2	AC	120				2	2			4	0	
09	5	28.4	22.6	20.2	79	2	0	SC	120	0	AC	120	0	0			0	0	
10	5	28.4	23.9	23.1	91	1	1	AC	15	0			1	0			1	0	
11	1	28.4	24.0	24.1	92	3	3	SC	25	0			3	1			4	0	
12	28.4	23.3	23.0	96	5	5	SC	25	0			5	0			5	0		
13	2	28.4	24.1	24.2	97	1	1	SC	120	0			1	0			1	0	
14	28.4	24.8	24.6	96	7	7	SC	120	1	AC	120	7	0			7	0		
15	30	28.3	24.2	25.0	95	8	4	SC	45	4	SC		8	0			8	0	
16	28.40	27.0	23.3	76	10	6	SC	45	10	CB		10					10	0	
17	28.40	25.3	22.0	75	10	6	SC	45	10	CB							10	0	
18	28.37	24.0	21.0	68	10	10	SC	45	4				4						
19	28.33	24.6	21.5	67	10	10	SC	45	4				4						
20	28.3	24.6	21.5	66	10	10	SC	45	4				4						
21	28.26	24.6	21.5	66	10	10	SC	45	10				6				10	0	
22	28.24	25.0	22.2	69	10	7	SC	45	5	SC		10	4						
23	28.26	24.6	22.3	67	10	10	SC	45	4				4						

SYNOPTIC OBSERVATIONS

TIME (G C T)	TIME (LST)	NO	PRECIP	SNOW	SNOW DEPTH	MAX TEMP (°F)	MIN TEMP (°F)	HGT ISOBARIC SURFACE MB	STATE OF GRND	SEA STATE	SWELL HGT, ft DIR	SWELL PERIOD	SURF M, P, D,	WATER TEMP	SOIL TEMP		
	MID		0	0		22	11										
	0530		0	0	11	24	12		7								
	1130	0	0	0	11	3	11		6					32			
	1730	0	0	0	9	11	25		6								
	2330	0	0	0	9	20	23										
	MID		0	0	9	25	25										

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

MAX. TEMP (°F)	MIN TEMP (°F)	PRECIP WATER EQUIV (in)	SNOWFALL UNMLTD (ins)	SNOW DEPTH (ins)	SPEED (MPH)	DIR	TIME (LST)	KEYS OF ICE ON RA TER (ins)	LAYER (ins) TOP	LAYER (ins) BASE	RIVER GAGE	MAX G H	MIN R H		
31	11	0	0	11								86	52	10	

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 1208Z SUNSET 0107Z

1300 0514

Encl #3

DA-UFOB-1-59

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 [illegible] INTERVALS;
DECLASSIFIED AFTER [illegible] YEARS.
DOD DIR [illegible]

1003TH AISS Classified Document Log # 59-1436
59-1612
[redacted]

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 12 1959

DAY OF MONTH	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	TYPE & DIR	HEIGHT	SECOND LAYER AMT	TYPE & DIR	HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	TYPE & DIR	HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT	TYPE & DIR	HEIGHT	TOTAL OPAQUE SKY COVER	PRESSURE	WET BULB	DRY BULB	39	40
1	4	2 SC	50	2 AC	100	4	0					4	0			4					
2	3	1 SC	50	1 AC	100	3	0					3	0			3					
3	1	1 AC	100			1	0					1	0			1	6	010			
4	0	0 AC	100	0		0	0					0	0			0					
5	0	0		0		0	0					0	0			0					
6		0 NC	100	0		0	0					0	0			0					
7		0 SC	100	0		0	0					0	0			0					35
8	2	6 FS	4B	0		6	0					6	0			6					50
9	1	1 A	100	1		2	0					2	0			2					40
10	0	0 SC	15	0	AC	15	0	0				0	0			0					60
11	1	1 SC	15	0			1	0				1	0			1					80
12	3	1 SC	25	0			2	0				2	0			2	5	021			60
13	1	1 SC	25	0			2	0				2	0			2					70
14	1	1 SC	100	0	AC		2	0				2	0			2					50
15	7	6 SC	100	1	SC		7	0				7	0			6	6	031			30
16	8	4 SC	45	4	SC		8	0				8	0			4					60
17	10	6 SC	45	10	SC		10					10				3					40
18	10	6 SC	45	10	SC			0				10	0			5	7	050			37
19	10	10 SC	45	10				0					0			10					0
20	10	10 SC	100	10				0					0			10					
21	10	10 SC	100	10				0					0			10	7	040			
22	10	10	45	10				0					0			10					
23	10	7 SC	45	3	SC	25	10	0					0			10					
24	10	10 SC	45	10				0					0			10					

SYNOPTIC OBSERVATIONS

DAY OF MONTH	MAX TEMP	MIN TEMP	HGT 850 MB SURFACE	STATE OF GRND	SEA STATE & DIR	SWELL HGT. & DIR	SWELL PERIOD	SURF H_1 H_2 P_1 P_2 D_1 D_2	WATER TEMP	SOIL TEMP		
1	24	14										
2	24	12		7								
3	26	11		6					32			
4	28	25		6								
5	26	22										
6	25	25										

STATION PRESSURE COMPUTATIONS

TAB (LOG) 59	3	5	2	1	4
ATT THERM 60					
GRAVITY BAR 61					
TOTAL CORR 62					
STA PRESS 63	2	9	4	0	4
BAROGRAPH 64					
DIFF CORR 65					

DAY OF MONTH	PEAK GUST TIME (GMT)	(LST)	PEAK GUST SPEED (MPH)	FASTEST MILE SPEED (MPH)	DIR	TIME (LST)	GAGE TYPE	GAGE ORIFICE IN INCHES	PRECIP 24 HRS ENDING (LST)	MAX TEMP	MIN TEMP	MAX RH	MIN RH	PRECIP AMT	SNOW, ICE PELLETS DEPTH ON GRND	SNOW, ICE PELLETS WATER EQUIV
1																
2																
3																
4																
5																
6																

DAY OF DAY (MIDNIGHT TO MIDNIGHT)

DAY OF MONTH	PEAK GUST	THUNDER	SLEET	HAIL	FOG	PRECIP 24 HRS ENDING (LST)	PRECIP AMT	SNOW, ICE PELLETS DEPTH ON GRND	SNOW, ICE PELLETS WATER EQUIV
1									
2									
3									
4									
5									
6									

NOTES AND MISCELLANEOUS PHENOMENA

Study

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(Rev 1-1-55)

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DULUTH, [redacted] DATE MAR 12 1955

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 DIRECTION	WIND SPEED (kts)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS SUPPLEMENTAL CODED DATA			OBSERVERS INITIALS
1	2	3	4	5	6	7	8	9	10	11	12	13	13A	13B	15
R	0455	50 D 100 D	15+		163	21	15	↘	7		993				EM
R	0155	50 D 100 D	15+		159	19	13	↓ ↘	6		992				EM
R	0455	200 D	15+		159	18	12	↘	7		992	603 1070			EM
R	0355	O	15+		159	16	11	↘	6		992				EM
R	0454	O	15+		159	14	10	↘	8		992				EM
R	0550	O	15+		159	13	10	↘	6		991	1041			EM
R	0653	O	15+		159	12	7	↘	7		991				EM
S1	0746	3 - D	15+					↓↘	9				F1	81	EM
RS1	0758	193 D	3/4	F	163	15	11	↓↘	9		992	VSBY S3 VSBY 15/S			EM
/												RNWY 09			-
S3	0803	W2 X	1/2	F				↓↘	11				(F1	81)	MF
S4	0904	- X	1/2	F				↓↘	11			F 8	(F1	81)	RC
S5	0952	- X	3/4	F				↓↘	11			VSBY 3 W RF			MF
S6	0951	- X	5	F				↓↘	8			" 2 VSBY E 1F			MF
L	0840	O	10												MF
R	0854	O	15		166	18	14	↓	6		993	RTCRS RAPID NE 1705	1	40	MF
R	0955	O	15+		162	12	13	↓↘	9		993				MF
S	1055	15 D	15+		156	17	5	↓↘	5		991				MF
L	1140	20 D	15+												MF
R	1155	25 D	15+		149	14	19		2		989				MF
	1234	25 D	15+												MF
R	1358	25 D	12		139	19	17	↑↖	3		981				MF
L	1454	M1 D/F	15+					↑	4						MF
R	1459	M1 D/CB	15+		125	29	16		2		985				MF
R	1455	M43 D/CB	15+		132	30	16	←↖	3		984	611 1101			RC
S8	1554	M30 F-CB	15+					←↖	9						RC
R	1555	M30 F-CB	15+		125	29	15	←	7		982				RC
R	1650	1-D	15+		125	27	14	←↖	10		981				RC
R	1750	1-D	15+		119	25	13	←↖	7		979				RC
S9	1832	E150 D	15+					←↖	5						RC
R	1851	E140 D	15+		115	24	12	←↖	6		978				RC
R	1956	E130 D	12		115	20	14	←↖	5		978	BLOWG			RC
R	2052	E100 D	15+		112	24	14	←↖	5		976	707 1017			RC
L	2135	E75 D	15+												RC
R	2154	7C - D	15+		112	22	14	↖	6		976				RC
POR	2251	E35 D SCT D	15+		091	25	14	↖	10		973				RC
L	2355	B45 D	15+												RC
R	2350	W3 D	15+		085	25	16	↖	7		976				RC

W B FORM 1130 B

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 1 2 [illegible]

TIME (LST) 5	STATION PRESSURE (ins) 10	DRY B ...B (°F) 8	WET BULB (°F) 9	REL HUMIDITY (%) 10	TOTAL SKY COVER 11	CLOUDS AND OBSCURING PHENOMENA — LOWEST LAYER: AMT 20	TYPE & DIR 23	HEIGHT 24	SECOND LAYER: AMT 25	TYPE & DIR 26	HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER: AMT 29	TYPE & DIR 30	HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER: AMT 33	TYPE & DIR 34	HEIGHT 35
00 53	28.435	20.5	19.4	[illegible]	4	2	SC	50	2	AC	100	4	0			4	0		
01 [illegible]	28.4[illegible]	19.0	17.9	72	3	2	SC	50	1	AC	100	3	0			3	0		
02 [illegible]	28.4[illegible]	17.5	16.2	78	1	1	AC	100	0			1	0			1	0		
03 53	28.[illegible]	[illegible]	15.4	81	0	0	[illegible]	[illegible]	0			0	0			0	0		
04 [illegible]	28.430	14.8	12.7	83	0	0			0			0	0			0	0		
05 [illegible]	28.[illegible]	[illegible]	13.0	90	1	1	[illegible]	[illegible]	0			0	0			0	0		
06 53	28.[illegible]	16.1	14.4	82	2	0	[illegible]	[illegible]	0			0	0			0	0		
07 58	28.430	14.8	14.3	93	2	8	FS	M3	0			8	0			8	0		
08 [illegible]	28.[illegible]	17.[illegible]	17.1	85	1	1	[illegible]	[illegible]	0			1	0			0	0		
09 5[illegible]	28.[illegible]	22.[illegible]	20.[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	0	[illegible]	[illegible]	0	0			0	0		
10 [illegible]	28.[illegible]	23.[illegible]	23.1	91	1	1	[illegible]	15	0			1	0			1	0		
11 [illegible]	28.[illegible]	24.0	24.1	92	2	2	[illegible]	[illegible]	0			2	0			2	0		
12 [illegible]	28.[illegible]	25.3	25.0	92	5	5	[illegible]	[illegible]	0			5	0			5	0		
13 [illegible]	28.[illegible]	[illegible]	24.9	89	7	7	[illegible]	[illegible]	0	[illegible]	[illegible]	7	0			7	0		
14 [illegible]	28.[illegible]	24.8	23.6	86	7	6	[illegible]	[illegible]	1	[illegible]	[illegible]	7	0			7	0		
15 [illegible]	28.[illegible]	[illegible]	22.[illegible]	85	5	4	[illegible]	[illegible]	4	[illegible]	[illegible]	5	0			5	0		
16 [illegible]	28.[illegible]	21.0	20.3	86	10	9	[illegible]	[illegible]	10	[illegible]	[illegible]	10				10			
17 [illegible]	28.[illegible]	[illegible]	20.3	82	10	6	[illegible]	[illegible]	10	[illegible]	[illegible]					10			
18 [illegible]	28.[illegible]	24.0	21.0	68	10	8	[illegible]	[illegible]	10										
19 [illegible]	28.[illegible]	[illegible]	[illegible]	67	10	9	[illegible]	[illegible]	10										
20 [illegible]	28.[illegible]	[illegible]	21.[illegible]	[illegible]	10	7	[illegible]	[illegible]	10										
21 [illegible]	28.[illegible]	[illegible]	21.5	84	10	8	[illegible]	[illegible]	10										
22 [illegible]	28.[illegible]	[illegible]	[illegible]	[illegible]	10	7	[illegible]	[illegible]	10	[illegible]	[illegible]	10							
23 [illegible]	28.[illegible]	24.6	23.3	87	10	10	[illegible]	[illegible]	10										

SYNOPTIC OBSERVATIONS

TIME (C S T) 3	TIME (LST) 42	NO 43	PRECIP (ins) 44	SNOW FALL (ins) 45	SNOW DEPTH (ins) 46	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT (850 MB SURFACE) 49	STATE OF GRND 50	SEA STATE 51	SWELL HGT. & D/R 52	SWELL PERIOD 53	SURF H₁ H₂ P₁ P₂ 54	WATER TEMP 55	SOIL TEMP 56	57	58	TIME (LST) 59
	MID																	AFT THU 60
	0530			0	11		12		7									GR RAD 61
	1130			0	11		11		6					32				TOTAL CC 62
	1730			0	11		25		6									STA PRE 63
	2330			0	9		23											BAROGRA 64
	MID		0	0	9	25	25											65

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F) 66	24-HR MIN TEMP (°F) 67	24-HR PRECIP (ins) 68	24-HR UNMLTD (ins) 69	SNOW (ins) 70	PEAK GUST: DEPTH (ins) 71	PRESSURE (MB) 72	TIME (LST) 73	THICK. FROZEN GRND: MAX (ins) 74	LAYER (ins): TOP 75	BASE 76	GAGE 77	24-HR EVAP (ins) 78	24-HR MAX R H 79	24-HR MIN R H 80	24-HR AVG SKY COVER 81	PRECIP & THDRSTM 82	SLEAN 83	WIND 84	85
31	11	0	0	11									86	55	2.10				

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0646 SUNSET 1849

TIME

0000 1.42
0320 1.41
0455 1.43
0735 1.44
1232 1.82
0000. 1.42

13 N 0844

Encl #3
07- UFOB-1-59

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

WBAN ID 9

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DATE MAR 12 1959

| | CLOUDS AND OBSCURING PHENOMENA | | |

WBAN 10A

(Rev. 1-1-55)

SURFACE [illegible]ER OBSERVATIONS

STATION [illegible]AS. DULUTH, M[illegible] DATE MAR 12 1955

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 DIRECTION	WIND SPEED (kts)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS AND SUPPLEMENTAL CODED DATA			OBSERVERS INITIALS
1	2	3	4	5	6	7	8	9	10	11	12	13	14A	14B	15
R	0055	50 ⊕ 100 ⊕	1½		163	21	12	↘	7		993				EM
R	0145	50 ⊕ 1500 ⊕	1½		159	19	13	↓↘	6		992				EM
R	0155	200 ⊕	1½		159	18	12	→	7		992	603 1070			EM
R	0355	O	1½		159	16	11	↘	6		992				EM
R	0454	O	1½		159	14	10	↘	8		992				EM
R	0550	O	1½		159	13	10	↘	6		991	90411			EM
R	0653	O	1½		159	12	7	↘	7		991				EM
51	0744	3 - ⊕	1½					↓↘	9				F1	B1	EM
KS2	0758	193 ⊕	3/4	F	163	15	11	↓↘	9		992	VSBY 53 VSBY 15/8			EM
												RNWY 01			-
53	0803	W2 X	1/2	F				↓↘	11				(F1	B1)	AH
54	0814	- X	1/2	F				↓↘	11			F8	(F1	B1)	RC
55	0822	- X	3/4	F				↓↘	11			VSBY 3 W F8			AH
56	0834	- X	5	OF				↓↘	8			F3 VSBY E 15			AH
L	0840	O	10												AH
R	0852	O	15		166	18	11	↓	6		993	DTCHS BNDRY NE 1305	13	40	AH
R	0955	O	15		162	18	13	↓↘	9		993				AH
R	1055	15 ⊕	15		156	17	15	↓↘	5		991				AH
L	1140	30 ⊕	15												AH
R	1155	45 ⊕	15		149	18	17		C		989				AH
-	1231	45 ⊕	15												AH
R	1258	35 ⊕	15		139	19	17	↑↖	3		987				AH
59	1340	44 ⊕ ⊕ / C	15					↖	4						AH
R	1357	44 ⊕ ⊕ / ⊕	15		135	19	16		C		985				AH
R	1455	443 ⊕ ⊕ / ⊕	15		132	20	16	←↖	5		984	611 1101			RC
58	1524	450 ⊕ / - ⊕	15					←↖	9						RC
R	1555	450 ⊕ / - ⊕	15		125	21	15	←	7		982				RC
R	1650	1 - ⊕	15		125	21	14	←↖	10		981				AH
R	1750	1 - ⊕	15		119	25	13	←↖	7		979	RAPID			AH
59	1832	E 150 ⊕	15					←↖	5						AH
R	1851	E 140 ⊕	15		115	24	12	←↖	6		978				AH
R	1956	E 130 ⊕	15		115	24	14	←↖	5		978	BINOVC			AH
R	2052	E 100 ⊕	15		112	24	14	←↖	5		976	707 1077			AH
L	2135	E 75 ⊕	15												AH
R	2159	70 - ⊕	15		102	24	14	↖	6		974				AH
POB	2247	E 55 ⊕ 150 ⊕	15		091	25	14	↖	10		972				AH
L	2315	45 ⊕	15												AH
R	2357	45 ⊕	15		085	25	16	↖	7		970				AH

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

KBAN 10 3

SURFACE WEATHER OBSERVATIONS

DATE MAR 12 1959

CLOUDS AND OBSCURING PHENOMENA

LOWEST LAYER HEIGHT 24	SECOND LAYER AMT 25	SECOND LAYER TYPE & DIR 26	SECOND LAYER HEIGHT 27	SUMMATION TOTAL 29	THIRD LAYER AMT 29	THIRD LAYER TYPE & DIR 30	THIRD LAYER HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT 33	FOURTH LAYER TYPE & DIR 34	FOURTH LAYER HEIGHT 35	TOTAL OBSCURE SKY COVER 36	PRESSURE TENDENCY 37	NET 3 HR CHANGE 38	39	40
2 50	2 Ac	100	4	0			4	0			4					
50	1 Ac	100	3	0			3	0			3					
100	0		1	0			1	0			1	6	016			
	0		0	0			0	0			0					
	0		0	0			0	0			0					
100	0		0	0			0	0			0	8	010			
	0		0	0			0	0			0					32
FS	Ni 3		0	0			0	0			0					60
4	100		1	0			0	0			0	3	001			56
2	1		1	0			1	0			1					66
15	0		0	0			0	0			0					60
20	1		1	0			1	0			1					60
22	0		0	0			0	0			0	5	035			60
22	0		0	0			0	0			0					70
100	1	Ac	1	0			1	0			1					55
100	2	Ac	2	0			2	0			2	6	030			50
45	4	Ac	4	0			4	0			4					40
45	10	Ca	10	0			0	0			0					40
45	10	Ci	10	0			0	0			0	5	150			37
40	10	Ci	10	0			0	0			0	10				0
40	10	Ci	10	0			0	0			0	10				
35	10	Ci	10	0			0	0			0	10	010			
25	10	Ci	10	0			0	0			0	5				
2	10	Ci	10	0			0	0			0	10	1			
50	10	Ci	10	0			0	0			0	10	010			

SYNOPTIC OBSERVATIONS

MAX TEMP 48	MIN TEMP 49	PRCP HR OF SURFACE 49	STATE OF GRND 50	SEA STATE & DIR 51	SWELL HGT & DIR 52	SWELL PERIOD 53	SURF H_1 H_2 H_3 P_1 P_2 P_3 D_1 54	WATER TEMP 55	SOIL TEMP 56	57	58
	7										
	6							32			
	6										

STATION PRESSURE COMPUTATIONS

TIME (EST) 59	23 1700 1243 347
ART THERM 60	
OPRNG GAP 61	
TOTAL CORR 62	
STA PRESS 63	
BAROGRAPH 64	
REV CORR 65	0 1 2 0 0

DAY (MIDNIGHT TO MIDNIGHT)

PRCP & THORSTN 82	BEGAN 83	ENDED 84	DUR HRS (MINS) 85	WATER EQ IN INS 86	BEGAN 87	ENDED 88	DUR 89

86 350.10

MISCELLANEOUS PHENOMENA

.050 1.42

.220 1.44

1.35/1.42

1.735 1.44

1.32 1.42

0000. 1.42

1-59

W B FORM 1130 B

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DATE MAR 12

TIME (LST) 16	STATION PRESSURE (ins) 17	DRY BULB (°F) 18	WET BULB (°F) 19	REL HUMIDITY (%) 20	TOTAL SKY COVER 21	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 22	LOWEST LAYER TYPE & DIR 23	LOWEST LAYER HEIGHT 24	SECOND LAYER AMT 25	SECOND LAYER TYPE & DIR 26	SECOND LAYER HEIGHT 27	SUMMATION TOTAL 28	THIRD LAYER AMT 29	THIRD LAYER TYPE & DIR 30	THIRD LAYER HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT 33	FOURTH LAYER TYPE & DIR 34	FOURTH LAYER HEIGHT 35
00 55	38.45	20.5	14.4	71	4	2	SC	50	2	AC	100	4	0			4	0		
01 [illegible]	38.43	19.2	17.2	78	3	2	SC	50	1	AC	100	3	0			3	0		
02 [illegible]	38.43	17.5	16.2	78	1	1	AC	100	0			1	0			1	0		
03 55	38.43	16.1	15.4	91	0	0	[illegible]		0			0	0			0	0		
04 [illegible]	38.43	14.4	13.7	93	0	0			0			0	0			0	0		
05 [illegible]	38.43	13.3	13.0	96	1	1	[illegible]		0			0	0			0	0		
06 53	38.43	16.1	14.2	82	2	2	SC	10	0			1	0			0	0		
07 58	38.43	14.8	14.3	93	8	8	FS	013	0			6	0			8	0		
08 [illegible]	38.43	17.1	12.1	85	6	6	[illegible]		1			3	2			6	0		
09 55	38.41	22.4	20.1	84	1	0	SC	[illegible]	0	[illegible]	[illegible]	0	0			0	0		
10 [illegible]	38.41	23.8	23.1	94	1	1	[illegible]	15	0			1	0			1	0		
11 51	38.40	24.0	24.1	98	3	3	[illegible]	25	0			3	0			3	0		
12 [illegible]	38.37	23.3	23.0	94	5	5	[illegible]	25	0			5	0			5	0		
13 [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7	7	[illegible]	[illegible]	0	[illegible]	[illegible]	7	0			7	0		
14 [illegible]	38.33	29.8	25.6	76	7	7	[illegible]	[illegible]	1	[illegible]	[illegible]	7	0			7	0		
15 55	38.33	29.2	25.6	80	8	4	[illegible]	40	4	[illegible]	[illegible]	8	0			8	0		
16 [illegible]	38.33	27.0	25.3	86	10	6	SC	40	10	CB	[illegible]	10	0			10	0		
17 50	[illegible]	25.1	22.0	82	10	6	SC	45	10	CB	[illegible]	10	0			10	0		
18 54	38.31	24.0	21.0	80	10	10	[illegible]	[illegible]	10			10	0			10	0		
19 56	[illegible]	[illegible]	[illegible]	87	10	10	[illegible]	[illegible]	10			10	0			10	0		
20 [illegible]	38.30	29.0	21.5	66	10	10	[illegible]	[illegible]	10			10	0			10	0		
21 58	38.28	24.0	21.5	84	10	10	[illegible]	[illegible]	10			10	0			10	0		
22 [illegible]	38.26	25.0	22.2	84	10	7	SC	[illegible]	5	CB	[illegible]	10	0			10	0		
23 [illegible]	38.26	26.6	23.3	87	10	10	SC	030	10			10	0			10	0		

SYNOPTIC OBSERVATIONS

TIME (G C T) 41	TIME (LST) 42	NO 43	PRECIP (ins) 44	SNOW FALL (in) 45	SNOW DEPTH (in) 46	MAX TEMP (°F) 47	MIN TEMP (°F) 48	HGT 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE & DIR 51	SWELL HGT & DIR 52	SWELL PERIOD 53	SURF H_s P_s D_s 54	WATER TEMP 55	SOIL TEMP 56	57	58
	MID			0		24	14										
	0536			0	11	24	12		7								
	0736	2	0	0	11	27	11		6					32			
	1136	3	0	0	11	31	25		6								
	1532	4	0	0	9	26	23										
	MID		0	0	9	25	25										

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F) 66	24-HR MIN TEMP (°F) 67	24-HR PRECIP WATER EQUIV (ins) 68	24-HR SNOWFALL (ins) 69	SNOW DEPTH (ins) 70	PEAK GUST SPEED (mph) 71	PEAK GUST DIR 72	PEAK GUST TIME (LST) 73	THICK - NESS OF ICE (ins) 74	FROZEN GRND LAYER TOP 75	FROZEN GRND LAYER BASE 76	RIVER 77	24 HR MAX R H 78	24 HR MIN R H 79	80	81
31	11	0	0	11								86	55		

PRECIP IN THIS FORM 82 BEGAN 83 ENDED 84

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 1128Z SUNSET 2147Z

0900 142
0930 [illegible]
[illegible]
1735 0.44
1932 1.02
0000 1.42

13th 0814

Incl #3

D7-UFOB-1-59

NOAA (USA)

U.S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

(Rev 1-1-55)

SURFACE [illegible] OBSERVATIONS

STATION [illegible] DULUTH, M[illegible] DATE MAR 12 1968

TYPE	TIME (GST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mbs)	TEMP (°F)	DEPT (°F)	WIND DIRECTION	WIND SPEED (kts)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS AND SUPPLEMENTAL CODED DATA	OBSERVERS INITIALS
R	1155	50 D 100 D	15+		163	21	5	↘	7		993		[illegible]
R	1145	50 D 100 D	15+		159	19	13	↘	6		992		[illegible]
R	1135	100 D	15+		159	18	12	↘	7		992	603 1970	[illegible]
R	1125	O	15+		159	16	11	↘	6		992		[illegible]
R	1115	O	15+		159	14	10	↘	8		992		[illegible]
R	1105	O	15+		159	13	10	↘	6		991	10411	[illegible]
R	1053	O	15+		159	12	7	↘	7		991		[illegible]
SI	1048	3- D	15+					↓↘	7			F1 81	[illegible]
RS2	1038	M3 D	3/4	E	163	15	11	↓↘	9		992	VSBY 5 3 VSBY 15/8	[illegible]
												RAINY 09	-
S3	1023	W2 X	1/2	F				↓↘	11			(FIRE)	[illegible]
S4	1014	- X	1/2	F				↓↘	11			F 8	RC
S5	1011	- X	3/4	F				↓↘	11			VSBY 3 W F8	[illegible]
S6	1001	- X	5	F				↓↘	8			F 1 VSBY E 13	[illegible]
1	0940	O	M										[illegible]
R	0934	O	15		166	18	14	↓	6		993	RAIN BEG ENDED 1307	1340 [illegible]
R	0915	O	15		162	18	13	↓↘	9		993		[illegible]
R	0855	15 D	12		156	17	5	↓↘	5		991		[illegible]
L	0840	30 D	15+										[illegible]
R	0755	25 D	12+		149	14	12		6		984		[illegible]
L	0732	25 D	15+										[illegible]
R	0658	25 D	12		139	19	12	↑↖	3		981		[illegible]
SD	0646	M100 D T-F	15+					X	4				[illegible]
R	0559	M1 OVC D	15+		125	29	16		6		965		[illegible]
R	0459	OVC 30 D	15+		132	30	16	←R	3		974	617 1101	RC
S8	0354	M50 T- D	15+					←R	9				RC
R	0255	M50 T- D	15+		125	29	15	←	7		982		RC
R	0150	T- D	15+		125	27	14	←R	10		981		[illegible]
R	0050	T- D	15+		119	25	13	←R	7		979	[illegible]	[illegible]
S9	1932	E150 D	15+					←R	5				[illegible]
R	1851	E140 D	15+		115	24	12	←R	6		978		[illegible]
R	1756	E130 D	12+		115	24	14	←R	5		976	BLOWG	[illegible]
R	1658	E100 D	15+		112	24	14	←R	5		976	707 1031	[illegible]
L	1635	E75 D	1H										[illegible]
R	1558	70 - D	15+		102	19	14	R	6		974		[illegible]
R	1501	E35 D 55 D	15+		091	23	4	R	10		972		[illegible]
L	1315	B45 D	15+										[illegible]
R	1258	M30 D	15+		085	25	16	R	7		976		[illegible]

W B FORM 1133 B

U. S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION [illegible] DATE MAR 12 1959

TIME (LST)	STATION PRESSURE (ins)	DRY BULB (°F)	WET BULB (°F)	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	LOWEST LAYER TYPE & DIR	LOWEST LAYER HEIGHT	SECOND LAYER AMT	SECOND LAYER TYPE & DIR	SECOND LAYER HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	THIRD LAYER TYPE & DIR	THIRD LAYER HEIGHT	SUMMATION TOTAL	FOURTH LAYER AMT	FOURTH LAYER TYPE & DIR	FOURTH LAYER HEIGHT
00	28.435	20.5	19.4	77	4	2	SC	50	2	AC	1 700	4	0			4	0		
01	29.410	19.2	17.9	78	3	1	SC	50	1	AC	700	3	0			3	0		
02	29.425	18.2		78	1	1	AC	12 00	0			1	0			1	0		
03	28.430	16.1	15.4	91	0	0	AC	10 00	0			0	0			0	0		
04	29.430	14.2	13.7	93	0	0			0			0	0			0	0		
05	29.430	13.3	13.0	96	0	0	AC	10 00	0			0	0			0	0		
06	29.430	11.6	11.2	96	0	0	SC	10 00	0			0	0			0	0		
07	29.430	14.8	14.3	93	8	8	FS	M3	0			8	0			8	0		
08	29.425	17.4	17.1	95	10	10	AL	1000	0			10	0			10	0		
09	29.390	22.4	20.4	84	9	9	SC	15	0	AC	100	9	0			9	0		
10	29.415	23.8	23.2	96	10	10	CU	15	0			10	0			10	0		
11	29.400	27.0	26.1	92	8	8	SC	25	0			8	0			8	0		
12	29.370	31.3	29.0	82	5	5	SC	12	0			5	0			5	0		
13	29.340	29.0	27.9	87	7	7	SC	M4	0			7	0			7	0		
14	29.310	29.8	28.6	86	7	7	SC	M4 3	1	SC		7	0			7	0		
15	29.330	29.2	28.0	85	8	4	SC	4 5	4	SC		8	0			8	0		
16	29.330	29.0	28.3	86	10	0	SC	4 5	10	CU		10				10	0		
17	29.300	28.4	27.0	87	10	0	SC	4 5	10	CU			0			10	0		
18	29.270	34.0	31.0	82	8	8	SC	M4					0				8		
19	29.245	36.6	33.8	87	10	10	SC	M5					0				8		
20	29.210	39.0	36.5	86	10	10	SC	M5					0				8		
21	29.240	34.0	31.5	86	10	10	SC	7 0				8	0			8	0		
22	29.240	32.0	30.2	89	10	7	SC	M5	3	SC	95	10	0			10	0		
23	29.260	32.2	30.6	89	10	10	SC	M5	4				0				8		

SYNOPTIC OBSERVATIONS

TIME (G C T)	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 H_s H_s M, P_s D_s	WATER TEMP	SOIL TEMP			STA
	0530			0		24	14											
	0536		T	0	11	24	12		7									
	1130		0	0	11	27	11		6					32				
	1736		0	0	9	28	25		6									
	2330		0	0	9	26	22											
	MID		0	0	9	25	25											

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F)	24-HR MIN TEMP (°F)	24-HR PRECIP WATER EQUIV (ins)	24-HR SNOWFALL UNMLTD (ins)	SNOW DEPTH (ins)	PEAK GUST SPEED (mph)	PEAK GUST DIR	PEAK GUST TIME (LST)	THICK. OF ICE ON WATER (ins)	FROZEN GRND LAYER (ins) TOP	FROZEN GRND LAYER (ins) BASE	RIVER GAGE	24 HR MAX R H	24 HR MIN R H		
31	11	0	0	11								86	55	2.10	

RECIP & THDRSTM: BEGAN ENDED

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0646 SUNSET 1847

000 142
520 1.42
1145 1.43
1735 1.44
2132 1.08
0506 1.42

13N 05W

Sol #3
WEOB-1-59

U. S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 12 1959

HOUR (LST) 20	TOTAL SKY COVER 21	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 22	LOWEST LAYER TYPE & DIR 23	LOWEST LAYER HEIGHT 24	SECOND LAYER AMT 25	SECOND LAYER TYPE & DIR. 26	SECOND LAYER HEIGHT 27	SUMMATION TOTAL 29	THIRD LAYER AMT 29	THIRD LAYER TYPE & DIR 30	THIRD LAYER HEIGHT 31	SUMMATION TOTAL 32	FOURTH LAYER AMT 33	FOURTH LAYER TYPE & DIR 34	FOURTH LAYER HEIGHT 35	TOTAL OPAQUE SKY COVER 36	PRESSURE TENDENCY 37	NET 3 HR CHANGE 38	39	40
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	5	.01		
4	0	0	AC	100	0			0	0			0	0			0				
5	0	0			0			0	0			0	0			0				
6	1	0	AC	100	0			0	0			0	0			0	3	.01		
7	2	2	SC	100	0			2	0			2	0			2				
8	3	3	SC	100	0			3	0			3	0			3				
9	4	4	SC	100	0			4	0			4	0			4				
10	5	5	SC	100	0			5	0			5	0			5				
11	6	6	SC	100	0			6	0			6	0			6				
12	7	6	SC	100	1	SC	100	7	0			7	0			6	6	.01		
13	8	4	SC	45	4	SC	45	8	0			8	0			4				
14	10	6	SC	45	10	SC	45	10	0			10	0			3				
15	10	6	SC	45	10	SC	45	10	0			10	0			5	1	.02		
16	10	10	SC	45	10	SC	45	10	0			10	0			10				
17	10	10	SC	45	10	SC	45	10	0			10	0			10				
18	10	10	SC	45	10	SC	45	10	0			10	0			10	7	.01		
19	10	10	SC	45	10	SC	45	10	0			10	0			10				
20	10	10	SC	45	10	SC	45	10	0			10	0			10				
21	10	10	SC	45	10	SC	45	10	0			10	0			10				
22	10	10	SC	45	10	SC	45	10	0			10	0			10				
23	10	10	SC	45	10	SC	45	10	0			10	0			10				

SYNOPTIC OBSERVATIONS

HOUR (LST) 42	MAX TEMP (°F) 43	MIN TEMP (°F) 44	HGT OF WET BULB SURFACE 45	STATE OF GRND 46	SEA STATE & DIR 47	SWELL HGT. & DIR 48	SWELL PERIOD 49	SURF P_s H_s M_s P_s D_s 50	WATER TEMP 51	SOIL TEMP 52	53	54
24	24	14										
11	24	12		7								
1	24	11		6					32			
2	24	25		6								
3	24	23										
4	25	25										

STATION PRESSURE COMPUTATIONS

TIME (LST) 59	03	11	17	23
BTT TEMP 60				
ORIFICE CAP 61				
TOTAL CORR 62				
SEA PRESS. 63				
BAROGRAPH 64				
BAR. CORR 65	0	0	0	0

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

PEAK GUST SPEED (MPH) 70	PEAK GUST DIRECTION 71	PEAK GUST TIME (LST) 72	THICK. OF FROZEN GRND. 73	SNOW ON GRND. 74	RIVER GAGE 77	24 HR MAX R.H. 78	24 HR MIN R.H. 79	80	81
11						86	55	0.10	

PRECIP & THDRSTM 82	BEGAN 83	ENDED 84	DUR 85 (HRS) (MIN)

SNOW, SLEET 86	BEGAN 87	ENDED 88	DUR 89 (HRS) (MIN)
S	0752	1125	
C-S	1324	1503	

REMARKS AND MISCELLANEOUS PHENOMENA

SUNSET 0647

0000 1.42
0300 1.42
0635 1.43
1735 1.44
2132 1.44
0000 1.42

0644

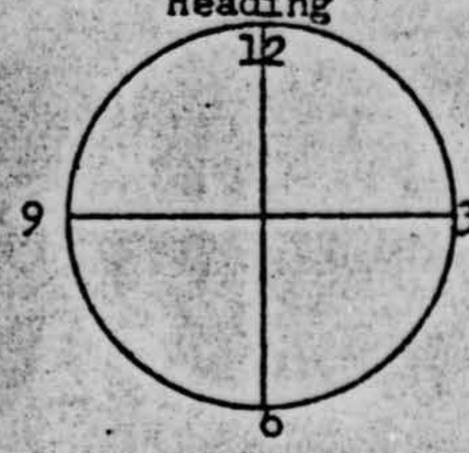
DULUTH, MINN

13 MAR 59

CASE INCLUDES 35mm.
FILM in separate folder

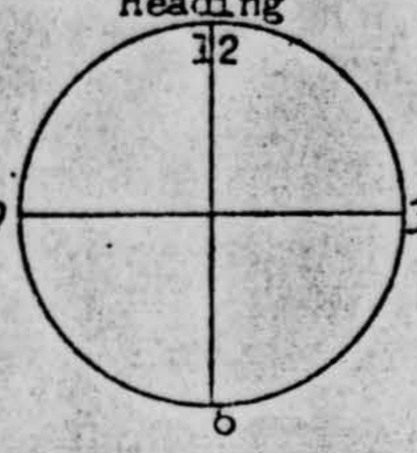
45. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

025°
Heading



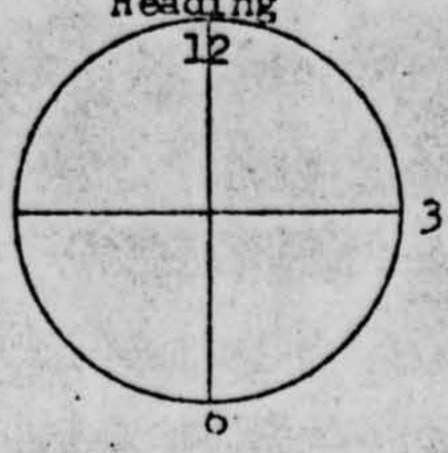
(Circle one)
HIGH
LOW
LEVEL

025°
Heading

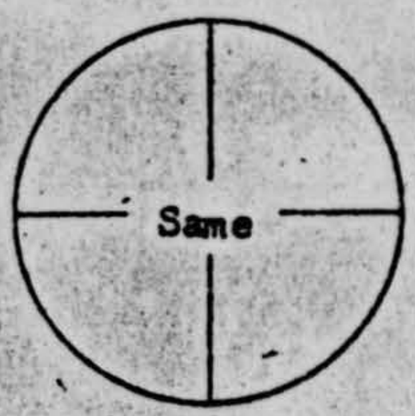


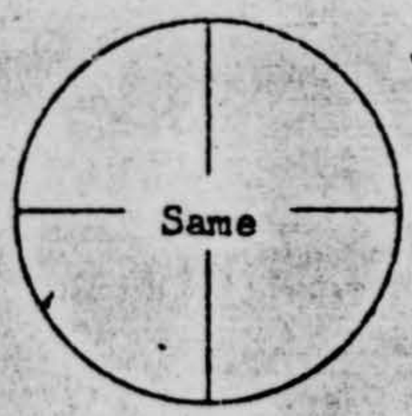
(Circle one)
HIGH
LOW
LEVEL

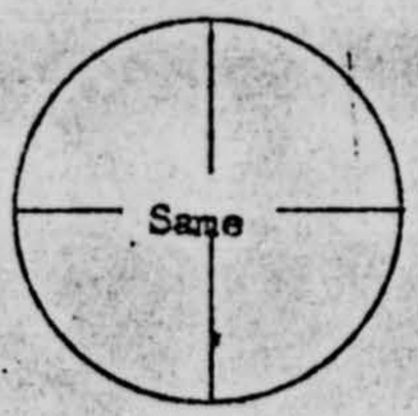
046°
Heading

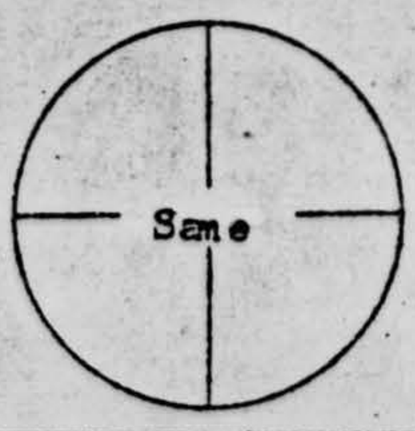


(Circle one)
HIGH
LOW
LEVEL

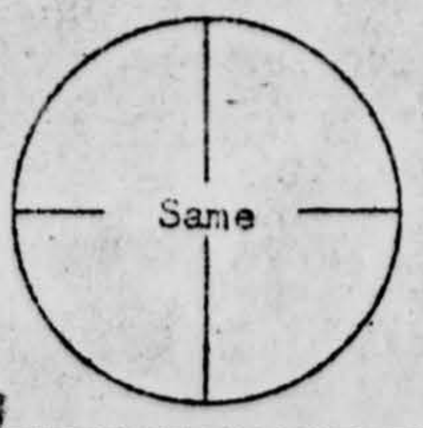












UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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

AGAN 10A

(Rev. 1-1-55)

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE [redacted] OBSERVATIONS

STATION [redacted] DULUTH, MINN. [redacted] DATE MAR 12 1955

TYPE	TIME (CST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mbs)	TEMP (°F)	DEW PT (°F)	WIND DIRECTION	WIND SPEED (MPH)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS AND SUPPLEMENTAL CODED DATA		OBSERVERS INITIALS
R	0053	50 D 100 D	15+		163	21	5	↘	7		993			[illegible]
R	0155	50 D 150 D	15+		159	19	13	↓ ↘	6		992			[illegible]
R	0255	200 D	15+		159	18	12	↘	7		992	603 1070		[illegible]
R	0355	O	15+		159	16	11	↘	6		992			[illegible]
R	0454	O	15+		159	14	10	↘	8		992			[illegible]
R	0553	O	15+		159	13	10	↘	6		991	90411		[illegible]
R	0653	O	15+		159	12	7	↘	7		991			[illegible]
S1	0746	3 - D	15+					↓↘	7				F181	[illegible]
RS2	0755	M3 D	3/4	F	163	15	11	↓↘	9		992	VSBY S3 VSBY 15/8		[illegible]
												P NWY 01		-
S3	0803	W2 X	1/2	F				↓↘	11				(F181)	[illegible]
S4	0814	- X	1/2	F				↓↘	11			F 8	(F181)	[illegible]
S5	0823	- X	3/4	F				↓↘	11			VSBY 3 W F8		[illegible]
S6	0831	- X	5	2 F				↓↘	8			F 3 VSBY 5 13.		[illegible]
L	0840	O	M											[illegible]
R	0854	O	15		166	18	11	↓	6		993	DTCHG CANCL NE 1101	1440	[illegible]
R	0955	O	15+		162	15	13	↓↘	9		993			[illegible]
R	1055	15 D	15+		156	12	5	↓↘	5		991			[illegible]
L	1142	20 D	15+											[illegible]
R	1155	25 D	15+		149	M	17		C		989			[illegible]
L	1211	25 D	15+											[illegible]
R	1258	35 D	12+		139	19	17	↑↖	3		981			[illegible]
S7	1314	M10 D L-F	5+					X	M					[illegible]
R	1357	M10 D L-F	15+		125	39	26		C		955			[illegible]
R	1455	043 3/4 L	15+		132	30	16	←R	5		974	611 1101		RC
S8	1552	150 - D	15+					←R	9					RC
R	1655	4 200 - D	15+		125	29	15	←	7		992			RC
R	1750	- D	15+		125	27	14	←R	10		981			[illegible]
R	1850	- D	15+		119	25	13	←R	7		979			[illegible]
S9	1932	E150 D	15+					←R	5					[illegible]
R	1950	E140 D	15+		115	24	12	←R	6		978			[illegible]
R	2050	E130 D	15+		115	24	14	←R	5		978	8 RVC		[illegible]
R	2150	E100 D	15+		112	24	14	←R	5		976	707 1017		[illegible]
L	2235	E 75 D	15+											[illegible]
R	2354	70 - D	15+		102	19	14	R	6		974			[illegible]
PCR	2401	E35 D 55 D	15+		099	25	4	R	M		972			[illegible]
L	2435	B45 D	15+											[illegible]
R	2538	[illegible]	15+		095	25	16	R	7		972			[illegible]

U S DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATIONS

STATION _____ DATE MAR 12 1950

			CLOUDS AND OBSCURING PHENOMENA																					
			LOWEST LAYER			SECOND LAYER			SUMMATION TOTAL	THIRD LAYER			SUMMATION TOTAL	FOURTH LAYER			TOTAL SKY COVER							
		TOTAL SKY COVER	AMT	TYPE & DIR	HEIGHT	AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT		AMT	TYPE & DIR	HEIGHT								
9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
04	1	4	2	SC	50	2	AC	120	4	0			4	0			4							
09	29	3	2	SC	50	1	AC	100	3	0			3	0			3							
02	28	1	1	AC	100	0			1	0			1	0			1	0	010					
04	41	0	0	AC	100	0			0	0			0	0			0							
07	43	0	0			0			0	0			0	0			0							
00	00	1	1	AC	100	0			0	0			0	0			0	3	010					
12	32	0	0	AC	10	0			0	0			0	0			0						32	
03	33	7	8	FS	M3	0			6	0			6	0			6						60	
01	35	1	1	A	100	0			0	0			0	0			0	3	010				40	
00	29	0	0	S	M	0	AC	100	0	0			0	0			0						24	
03	41	1	1	AC	15	0			1	0			1	0			1						40	
01	42	2	2	AC	25	0			2	1			2	0			2	3	035				64	
05	42	5	5	AC	25	0			5	0			5	0			5						80	
07	47	7	2	AC	M10	0			7	1			7	0			7						56	
06	56	7	6	AC	M43	1	AC	/	7	0			7	0			6	6	050				50	
05	55	8	4	AC	45	4	AC	/	8	0			8	0			4						40	
04	56	10	0	SC	45	10	AC	/	10				11	0			5	1					40	
20	55	10	6	SC	45	10	AC	/		0			10	0			5	2	030				37	
10	60	11	11	AS	CM	11				11				11			11						0	
11	67	10	11	AS	SM	11				11				11			11							
15	66	11	11	45	E100	11				11				11			11	2	040					
15	64	10	11	45	70	11			11	11			11	11			11							
22	64	10	7	SC	E45	3	SC	95	11	11				11			11							
23	67	11	11	SC	M80	11				11				11			11	2	050					

SYNOPTIC OBSERVATIONS

	MAX TEMP (°F)	MIN TEMP (°F)	HGT 850 MB SURFACE	STATE OF GRND	SEA STATE & DIR	SWELL HGT & DIR	SWELL PERIOD	SURF H_s H_1 H_2 P_1 P_2 D_1 D_2	WATER TEMP	SOIL TEMP			
	46	47	48	49	50	51	52	53	54	55	56	57	58
0		22	12										
0	11	34	12		7								
0	19	32	11		6					32			
0	40	21	25		6								
6	9	26	22										
0	4	25	25										

STATION PRESSURE COMPUTATIONS

TIME (CST) 59	5	11	17	23	29
ALT THERM 60					
GRID CAP 61					
TOTAL CORR 62					
STA PRESS 63					
EVAPORATION 64					
PCN CORR 65					

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

	PEAK GUST					THICK-NESS	FROZEN GRND LAYER	SNOW	SNOW ON GRND	PRECIP & THDRSTM	BEGAN	ENDED			BEGAN	ENDED	
66	SPEED	DIR	TIME (LST)			71	72	73	74	75	76	77	78	79	80	81	
0	.11												86	55	2.10		

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNSET 0107

0000 1.42
0520 1.42
1135 1.43
1735 1.42
2332 1.42
0806 1.42

W B JOHNSTON

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

SURFACE WEATHER OBSERVATION

STATION _____ DATE _____

TIME (LST)	STATION PRESSURE (ins)	DRY BULB (°F)	WET BULB (°F)	REL HUMIDITY (%)	TOTAL SKY COVER	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT	TYPE & DIR	HEIGHT	SECOND LAYER AMT	TYPE & DIR	HEIGHT	SUMMATION TOTAL	THIRD LAYER AMT	TYPE & DIR	HEIGHT
00															
01															
02															
03															
04															
05															
06															
07															
08															
09															
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															

SYNOPTIC OBSERVATIONS

TIME (G C T)	TIME (LST)	ND	PRECIP (in)	SNOW FALL (ins)	SNOW DEPTH (in)	MAX TEMP (°F)	MIN TEMP (°F)	HGT 850 MB SURFACE	STATE OF GRND	SEA STATE & DIR	SWELL HGT & DIR	SWELL PERIOD	SURF H_s H_s N_s P_s D_s	WATER TEMP	SOIL TEMP.
	MID			0		24	14								
	0536			0	11	24	12		7						
				0	11	21	11		6					32	
	1139			0	11	31	25		6						
	1738			0	9	26	23								
	MID		0	0	4	25	25								

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

24-HR MAX TEMP (°F)	24-HR MIN TEMP (°F)	24-HR PRECIP WATER EQUIV (ins)	24-HR UNMELTED SNOWFALL (ins)	PEAK GUST SPEED (mph)	PEAK GUST DIRECTION	PEAK GUST TIME (LST)	THICK OF FROZEN GRND (ins)	SNOW ON GRND LAYER TOP (ins)	SNOW ON GRND LAYER BASE (ins)	SUNSHINE DURATION (hrs)	SUNRISE	SUNSET
31	11	0	0.11								0655	1810

RECIP & THDRSTM HRS BEGAN

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE 0655 SUNSET 1810

0000 1.42
0530 1.42
1135 1.43
1735 1.42
2332 1.42
0000 1.42

13N 0514

Dec 13

0-UFOB-1-59

(Rev. 1-1-55) SURFACE WEATHER OBSERVATIONS

STATION [redacted] DULUTH, M[redacted] DATE MAR 12 1955

TYPE	TIME (EST)	SKY and CEILING (Hundreds of Feet)	VISIBILITY (Miles)	WEATHER and OBSTRUCTIONS TO VISION	SEA LEVEL PRESS. (mbs)	TEMP (°F)	DEW PT (°F)	WIND DIRECTION	WIND SPEED (kts)	WIND CHARACTER AND SHIFTS	ALTIMETER SET (ins)	REMARKS AND SUPPLEMENTAL CODED DATA			OBSERVERS INITIALS
1	2	3	4	5	6	7	8	9	10	11	12	13	14A	14B	15
R	0055	50 D 100 D	1 1/2		163	21	2	↘	7		993				EM
R	0145	50 D 1200 D	1 1/2		159	19	13	↓ ↘	6		992				EM
R	0155	200 D	1 1/2		159	18	13	↘	7		992	603 1070			EM
R	0235	O	1 1/2		159	16	11	↘	6		992				EM
R	0194	O	1 1/2		159	14	10	↘	8		992				EM
R	0250	O	1 1/2		159	13	10	↘	6		991	10411			EM
R	0253	O	1 1/2		159	12	7	↘	7		991				EM
S1	0246	3 - D	1 1/2					↓↓	9				F181		EM
RS2	0258	M3 D	2 1/4	F	163	15	11	↓↓	9		992	VSBY S3 VSBY 15/8			EM
												F NW Y 0 9			-
S3	0803	W2 X	1/2	F				↓↓	11				(F181)		AM
S4	0911	- X	1/2	F				↓↓	11			F 8	(F181)		RC
S5	0821	- X	3/4	F				↓↓	11			F 8 SBY 3 W F8			AM
S6	0911	- X	5	F				↓↓	8			F 3 VSBY E 12			AM
L	0810	O	10												AM
R	1834	O	15		166	18	14	↓	6		993	PRESS GRDNG NE 1701	1540		AM
R	1915	O	15		162	18	13	↓↓	9		993				AM
R	1955	15 D	15		156	17	5	↓↓	5		991				AM
L	2110	30 D	15												AM
R	0155	25 D	15		149	15	12		4		989				AM
	0122	20 D	15												AM
R	0158	25 D	12		139	19	17	↑↑	3		981				AM
S7	0240	M4 OVC D F	5					↑	4						AM
A	0209	M4 OVC D	15		125	39	16		0		985				AM
R	1025	M4 3 D/ D	15		132	30	16	←↑	2		984	611 1101			RC
S8	1024	4 D/ - D	15					←↑	9						RC
R	1055	4 D/ - D	15		125	29	15	←	7		982				RC
R	1150	1 - D	15		125	27	14	←↑	10		981				AM
R	1150	1 - D	15		119	25	13	←↑	7		979	[redacted]			AM
S9	1132	E 150 D	15					←↑	5						AM
R	1351	E 140 D	15		115	24	12	←↑	6		978				AM
R	1416	E 130 D	15		115	24	14	←↑	5		978	BINOVC			AM
R	1512	E 100 D	15		112	24	14	←↑	5		976	707 1017			AM
L	1435	E 75 D	15												AM
R	1554	70 - D	15		112	24	14	↑	6		974				AM
RS10	2201	E 35 D 55 D	10		091	23	14	↑	10		973				AM
L	2355	B 75 D	15												AM
R	0330	M3 D	15		085	25	16	↑	7		970				AM

W. B. FORM 1950-B

U. S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

WBAN 10-9

SURFACE WEATHER OBSERVATIONS

STATION [redacted] DATE MAR 12 1959

TIME (LST) 18	STATION PRESSURE (ins.) 19	DRY BULB (°F) 20	WET BULB (°F) 21	REL. HUMIDITY (%) 22	TOTAL SKY COVER 23	CLOUDS AND OBSCURING PHENOMENA: LOWEST LAYER AMT 24	LOWEST LAYER TYPE & DIR. 25	LOWEST LAYER HEIGHT 26	SECOND LAYER AMT 27	SECOND LAYER TYPE & DIR. 28	SECOND LAYER HEIGHT 29	SUMMATION TOTAL 30	THIRD LAYER AMT 31	THIRD LAYER TYPE & DIR. 32	THIRD LAYER HEIGHT 33	SUMMATION TOTAL 34	FOURTH LAYER AMT 35	FOURTH LAYER TYPE & DIR. 36	FOURTH LAYER HEIGHT 37	TOTAL OPAQUE SKY COVER 38	PRECIP. 39	NET 3 HR CHANGE 40	41	42
00	28.450	20.5	19.4	89	4	2	SC	50	2	AC	100	4	0			4	0			4				
01	28.430	19.0	17.9	88	3	2	SC	50	1	AC	100	3	0			3	0			3				
02	28.430	17.5	16.2	88	1	1	AC	100	0			1	0			1	0			1	6	.010		
03	28.430	16.1	15.4	91	0	0	AC	100	0			0	0			0	0			0				
04	28.430	14.8	13.7	85	0	0			0			0	0			0	0			0				
05	28.410	13.5	13.0	96	0	0	AC	100	0			0	0			0	0			0	3	.010		
06	28.410	11.6	11.2	92	0	0	AC	100	0			0	0			0	0			0				32
07	28.400	14.8	14.3	93	8	8	FS	M3	0			8	0			8	0			8				60
08	28.400	17.1	17.1	85	0	0	A	100	0			0	0			0	0			0	3	.005		50
09	28.370	22.4	20.4	84	0	0	E	10	0	AC	100	0	0			0	0			0				60
10	28.410	23.0	23.0	61	1	1	CU	15	0			1	0			1	0			1				60
11	28.400	25.0	24.1	62	3	3	SC	25	0			3	0			3	0			3	5	.035		60
12	28.370	26.3	25.0	62	5	5	SC	25	0			5	0			5	0			5				70
13	28.340	28.3	24.9	57	7	7	SC	1100	0			7	0			7	0			7				50
14	28.310	29.8	25.6	56	7	6	SC	1143	1	CU		7	0			7	0			6	6	.030		50
15	28.330	29.2	25.0	55	8	4	CU	45	4	CU		8	0			8	0			4				60
16	28.320	27.0	23.3	56	10	0	SC	45	10	CU		10	0			10	0			3				40
17	28.290	25.1	22.0	59	10	6	SC	45	10	CU			0			10	0			5	2	.030		37
18	28.270	24.0	21.0	60	10	10	SC	45	CU				0				0			10				0
19	28.235	20.6	17.2	67	10	10	SC	45	CU				0				0			10				
20	28.230	21.0	21.5	66	10	10	SC	45	CU				0				0			10	2	.010		
21	28.240	21.0	21.5	66	10	10	SC	70					0				0			5				
22	28.240	23.0	22.2	64	10	7	SC	ESC	6	SC	55	10	0				0			10				
23	28.240	24.6	23.3	67	10	10	SC	45	CU				0				0			10	7	.060		

SYNOPTIC OBSERVATIONS

TIME (G C T) 4	TIME (LST) 42	NO 43	PRECIP (ins) 44	SNOW FALL (ins) 45	SNOW DEPTH (ins) 46	MAX. TEMP (°F) 47	MIN. TEMP (°F) 48	HGT 850 MB SURFACE 49	STATE OF GRND 50	SEA STATE & DIR. 51	SWELL HGT. & DIR. 52	SWELL PERIOD 53	SURF H_s H_s M_s P_s D_s 54	WATER TEMP. 55	SOIL TEMP. 56	57	58
	MID.	X		0		22	12		7								
	0530	1		0	11	22	12		7								
	1130	2	0	0	11	31	11		6					32			
	1730	3	0	0	9	31	25		6								
	2330	4	0	0	7	26	23										

STATION PRESSURE COMPUTATIONS

TIME (LST) 59				
SET THERM 60				
OBSERVER 61				
TOTAL CORR 62				
STA PRESS 63				
BAROGRAPH 64				
ESM CORR				

19																											
20																											
21																											
22																											
23																											
24																											

SYNOPTIC OBSERVATIONS

TIME (G.C.T.)	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 H_s H_s M_s P_s D_s	WATER TEMP.	SOIL TEMP.			STATION PRESSURE COMPUTATIONS				
40	42	43	44	45	46	47	48	49	50	51 & 52	53	54	55	56	57	58	TIME (LST) 59				
	MID																ACT. THERM. 60				
	0536																OBSERVD. BAR. 61				
	1257																TOTAL CORR. 62				
	1733																STA. PRESS. 63				
	1932																BAROGRAPH 64				
	MID																BAR. CORR. 65				

SUMMARY OF DAY (MIDNIGHT TO MIDNIGHT)

1-HR. MAX. TEMP (°F) 67	24-HR. MIN. TEMP (°F) 68	24-HR. PRECIP. WATER EQUIV. (ins.) 69	24-HR. SNOWFALL UNMELTD (ins.) 69	SNOW DEPTH (ins.) 70	PEAK GUST SPEED (m.p.h.) 71	PEAK GUST DIRECTION 72	PEAK GUST TIME (LST) 73	THICKNESS OF ICE ON WATER (ins.) 74	FROZEN GRND LAYER (ins.) TOP 75	FROZEN GRND LAYER (ins.) BASE 76	RIVER GAGE 77	24-HR MAX R.H. 78	24-HR MIN R.H. 79	SUNSHINE 80	SUNRISE 81
31/11	0	0	11									86	55	0.10	

PRECIP. & THDRSTM. 82

BEGAN 83	ENDED 84	DUR. 85 HRS.	MINS.

OBS. TO	BEGAN 87	END 88
F	0752	1535
C.F.	0926	1535

REMARKS, NOTES AND MISCELLANEOUS PHENOMENA

SUNRISE CLEAR SUNSET Cldy

Sf. Ice

0900 142
530 Clr
1135 143
1735 Mtn
1932 Mtn

OB-1-59

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

OFFICIAL BUSINESS

Incl #4
D7-UFOB-1-59

TC 804.	
North Star	15/220
	13/3/59
WG	OR 1144
	TO

CADF FORM 143C - MAY 57

CAF 670 618	
CE100	37/475
	13/3/59
WG	GR0009
YB	

CADF FORM 143C - MAY 57

TC 10	
SupCon	19/300
	13/3/59
YC	QR0306
T.O	

CADF FORM 143C - MAY 57

EA 3
LE 5540
0147

A 108
LE 1010
0007 Z.

FG 8
KE 5550
0303 Z

[redacted] LOG [redacted]

DATE (Z) 13 MAR 1962 — 27 JAN 69

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UNCLASSIFIED

LOGS OPENED BY ABLE CREW 001Z

✓FR	NB3015	S	0016Z	F3	1	350	↳30	
	NA1540		0021	F3				CR/AM
✓FR	NB5045	N	0028	TF SCH	3	350	↳30	
	NC5020		0034	TF SCH				ORBIT
	NC5010		0046	TF SCH				ORBIT
	PC2002		0048	TF3				ORBIT
	NB5845		0057	TF3				
	NC4515	S	0057	TF SCH				
	HALLFREN 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	TFSH243				R/L
				TFSH1				R/L
				TF3				R/L
✓FF	/	/	0141	CoRD1				SCRAMBLER TIME
	DLH	ORBIT	0145	CoRD	1	30	↳15	A/R TIME
	NC5104	NE	0150	CoRD				

TELLER MENDES RECORDER MENDES

CONAD FORM 4, 7 OCT 55 (CONTINUATION) [redacted]

Sheet #5
D7-UFOB-1-59

UNCLASSIFIED

[redacted]

DATE (Z) 13 MAR 59

PAGE NO. 2

STATION NO. P69

UNCLASSIFIED

	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	DPFC3				
	—		0233	TF3				ORBIT
	LC5822		0235	PFC3				
	MC0135		0237	PFC3				

TELLER PACKARD ECO[redacted] PACKARD

CONAD FO[redacted] 4, 7 OCT 55 (CO[redacted]

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CONFIDENTIAL

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Page elev :

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

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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1006TH AISS Classified
Document Log #59-1736
57-1612

[redacted] LOG [redacted] SEQUENCE

DATE (Z) 13 MARCH 57 [redacted] P69

RWG NO. 3

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	—		0238	TF3					ORBIT
	MC1058		0240	DFC3					
	PC0200	NW	0239	CoRD					
	MD3225		0243	DFC3					
	MD4540		0246	DFC3					
	MC5010		0245	CoRD					
	MC5000	S	0246	CoRD					
	WB2050	E	0246	CoRD					
✓	S1	LC2808	NNE	0248	RMH4	1	C52/40	E35	
		ND0155		0249	DFC3				
		LC4020		0251	MY4E				
		NE1203		0251	FC3				
		—		0251	CoRD				RELAY
		NE2514		0253	FC3				
		LC5031		0253	MY4				
		LC5045		0255	M14V				
		NE1822		0255	FC3				
		—		0255	TF3				CL/ORBIT CSHD
		ND0111		0255	M14V				
		TE1940		0258	FC3				
			PACKARD	ORG 0260					

TELETYPE _____ ECCODE: UNCLASSIFIED

CONAD FC [redacted] 4, 7 OCT 55 (CC [redacted] I [redacted]

DATE (Z) 13 MARCH

PAGE NO. 4 [illegible] NO. P69

				THOMPSON	AL	(030 ?)		
	PE3048		0301	FC3				
	MD0522		0301	M44				
	PE4959		0303	FC3				CL
	MD3030		0304	M44				
	QF0505		0305	FC3				DK
	MD5045		0306	M44				
	OF2010		0309	FC3				
	ND0145		0309	M44				
✓ FF	NC2535	NW	0308	Co BK	2	Yoo	F25	
	NC1246		0310	Co BK				
	WE3005		0313	M44				
	ND0901		0312	Co BK				
	QF5535		0313	FC3				
	AF1040		0315	FC3				
	NE4013		0315	M44				
	ND0518		0314	Co BK				
✓ FF	NC2013	W	0314	Co PK	2	Yoo	K33	
	AF3956		0319	FC3				
	PE1535		0319	M44				
	NC0130		0317	Co PK				

TELLER: _____ DECODE: _____

UNCLASSIFIED

ECODE'S LOG AND TELLING SEQUENCE
[redacted]

DATE (Z) 13 MARCH

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	MD5742		0317	CoBK1			CoBK2 RET
	MC5040		0320	CoPK			
	AG5008		0321	FC3			
	PE3545		0321	M44			
	ME5802		0320	CoBK1			
	MC4058		0322	CoPK			
	BG0115		0323	FC3			
	PE5050		0323	M44			
	ME5013		0323	CoBK1			
	BD2018		0325	CoPK			
	BG3030		0325	FC3			CR/RA
	QF1505		0325	M44			
	NB0852		0327	CoBK2			
	QF4020		0330	M44			
	LF5905		0330	CoBK1			
	NB1048		0329	CoBK2			
	LD5035		0329	CoPK			ORBIT
	NB4547		0332	CoBK2			ORBIT RAL 0333
	AF1035		0332	M44			
	LF4010		0332	CoBK1			CR/RA
	AG5903		0339	M44			CR/RA

TELLER _____ ECODE _____

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CONAD FC L 4, 7 OCT 55 (CO[redacted]IN)

[redacted] DE S

DATE (Z) 13 MARCH

PAGE NO. b UNCLASSIFIED STATION NO. P69

	LD5030		0333	CoPK				ORBIT CR LRA
√ S1	KD2005	E	0346	C13F	6	350	R32	
√ S1	KC1030	E	0346	C14F	2	350	R35	
√ S1	KC3020	E	0346	C15		350	R35	
	LC0151	SE	0350	C13				
√ S1	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				
				UNCLASSIFIED				

TELLER [redacted] ECCM [redacted]

CONAD FC [redacted] 4, 7 OCT 55 (CO [redacted]

[redacted]

DATE (Z) 13 MARCH

PAGE NO. 2 UNCLASSIFIED STATION NO. P69

	NC0518		0402	C14				
	NC0310		0402	C15				
	NC1545		0403	C13				
	NC1520		0403	C14				CHANGED TO C15
	2258		0404	C15				CR/RA
	NC3025		0403	C17				
	NC4040		0406	C13				
	NC4025		0406	C17				
	NC3520		0406	C18				
	NC0337	"	0407	CoPK				
	NC5542		0414	CoPK				0433 CORT
	NC5530	SE	0412	C13				
	NC5921	SE	0412	C17				
	PB2059	SE	0412	C18				
V 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 _____ RECORDER UNCLASSIFIED

CONAD FORM 4, 7 OCT 55 [redacted]

[redacted] S LOG [redacted] G S[redacted]E

DATE (Z) 13 MARCH

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STATION NO. P69

TIME (Z)	TRACK NO.		TYPE	ALT	SPEED	HDG	REMARKS
	QA5920		0423	C18			
	PA5909		0423	C12			PEKIAM
	MC3541		0424	CoBK1			0428 CREW
	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/AIM
	AA5015		0430	C18			CR/AIM
	PA3055		0431	CoPL			
	NB3530	NW	0433	CoPL			
	NC1538		0434	CoPK			
	NC0325	SW	0436	CoPK			
	NB4047	NW	0436	CoPL			ORBIT
	MC4504		0439	CoPK			
	MB2545		0442	CoPK			
	MB4030	SE	0445	CoPK			
	NB1037	E	0447	CoPK			

TELLER [redacted]

CONAD FC [redacted] 4, 7 OCT 55

[redacted]

UNCLASSIFIED

[redacted]

DATE (Z) 13 MARCH

PAGE NO. 1

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STATION NO. P-64

TIME GMT (Z)	TAPE NUMBER	TAPE SPEED	TAPE CONTROL	REMARKS		
	NB2245	60IPS	CO PK			
	NB5055	60IPS	CO PK			
	DLR	60IPS	CO PK			Release
		STAND OFF (0532Z)				
		ABLE 2 GO OFF DUTY (0532Z)				
		ABLE 1 ON DUTY 0532Z				
		MASON ON 0532Z				
		MASON OFF 0532Z				
		Rause on 0532Z				
		Rause off 0745Z				
		Adage on 0745Z				
		Rause off 0900Z				
		Palmer on 0700Z				
		Rause off 1000Z				
		Wesley on 1000Z				
		Wesley off 1100Z				
		MASON on 1100Z				
		MASON OFF 1200Z				
		Rause on 1200Z				
		Rause off 1300Z				

TELLER [redacted]

CONAD FORM 4, 7 OCT 55 ([redacted])

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[redacted]

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART TEN
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-1-59	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

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FORM 1 OCT 52 112a REPLACES AF FORM 112-PART II, 1 JUN 48, WHICH MAY BE USED.

[redacted] CLASSIFICATION (SECURITY INFORMATION when filled in)

U. S. GOVERNMENT PRINTING OFFICE 1956—O-387562 16—68470-1

APRIL 1959 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
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 [redacted] one case	Military (Visual)	Astro (AURORA)
13	Antigo & Madison, Wisconsin [redacted] 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)

DATE	LOCATION	SOURCE	EVALUATION
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 [redacted] Last Name [redacted] First Name [redacted] Middle Name

ADDRESS [redacted] Street RAPID CITY City ____ Zone SD 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 IVR
(Type) ECM COURSE
f. Flying School ✓
g. Other special training ____

48. Date you completed this questionnire?:

1 April Day April Month 59 Year

DOWNGRADED AT [illegible]
DECLASSIFIED A[illegible]
DOD DIR[illegible]

UNCLASSIFIED

[redacted]

1006TH AISS Classified
Document Log #59-1136
59-1612

UNCLASSIFIED [redacted]

Cancelled
(per change to ____)
Auth. _____
By _____ 29 Jan 69

AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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 (Day) MARCH (Month) 1959 Z. (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	AC
[redacted]	1/LT	CP
[redacted]	A/1C	TAIL GUNNER

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10

AISOP # 2
(19 Sep 56)

UNCLASSIFIED

Incl #3

[redacted]

1006TH AISS Classified
Document Log # 50-1252

5. Aircraft identification

a. Type aircraft B-52 D

b. Serial No. 56-687

c. Home Station ELLSWORTH AFB. So DAK

6. Flight Data UNCLASSIFIED

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: POSIDN ARLOW

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

1006TH AISS Classified
Document Log # 57-1127
57-1127

DOWNGRADED AT 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
(e.) No trace of daylight
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)

N/A

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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Document [illegible]
59-1673

12. 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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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. 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 asay 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
(b.) Pea ← BETWEEN THESE TWO
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

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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

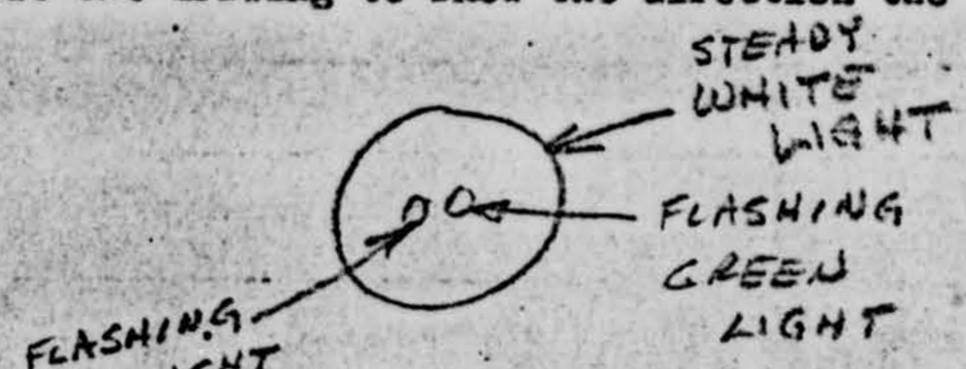
37. What direction were you looking when you first saw the object? (Circle one)

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

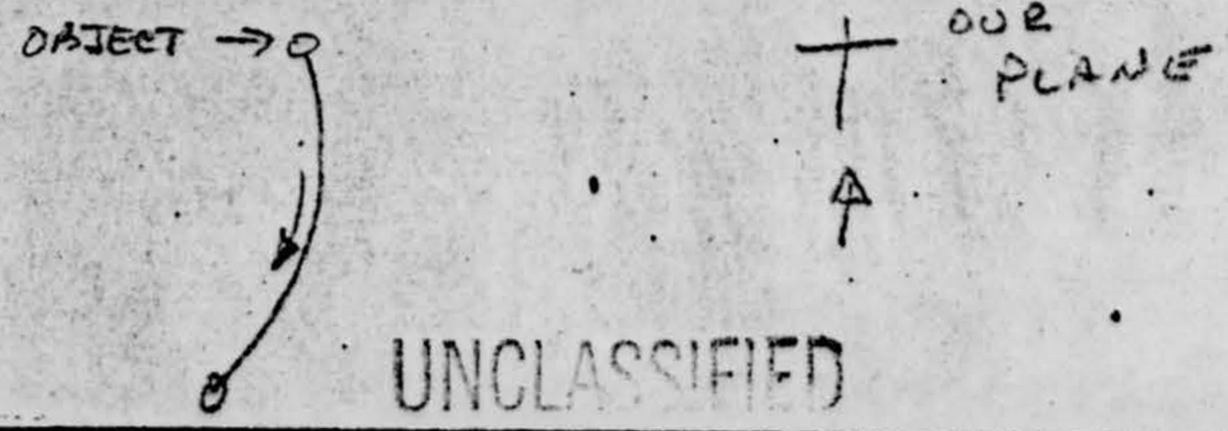
38. What direction were you looking when you last saw the object? (Circle one)

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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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 paint. (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

ROBERT J. FRIEND
Project Officer
AFCIN-4E4g

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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 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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14. 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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[redacted] UNCLASSIFIED

OBJECT APPEARED TO BE IN THIS AREA

AND APPEARED TO MOVE IN THIS DIRECTION

0253Z
31M

R-186

R-187

R-191

C-512

P-204

P-205

P-206

NORTHERN ADIZ

EASTERN ADIZ

EASTERN DEFENSE AREA

CENTRAL OPEN AREA

WARNING
Local magnetic disturbance

WARNING
Magnetic disturbance of as much as 18° exists along the north shore of Ground level and lake level from Duluth to Grand Marais

GV 80°E

GV 75°E

GV 85°E

GV 80°E

GV

ROSEAU

Bandette

Warroad

Lancaster

GRAFTON

GRAND FORKS INT'L AP

RNG GRAND FORKS

Grand Forks

THIEF RIVER FALLS

Crookston

MAYVILLE

NORTH DAKOTA

MINNESOTA

Upper Red Lake

Lower Red Lake 1175

Waskish

Northome

Bagley

Bemidji

TVOR BEMIDJI

FORT FRANCES

TVOR INTERNATIONAL FALLS

HANDBERG

KASHABOWIE LAKE

RNG GRAHAM

RNG LAKEHEAD

GUNFLINT

RNG FARGO

TVOR FARGO

Fargo

Detroit Lakes

Walker

Leech Lake

Deer River

Grand Rapids

Virginia

HIBBING

Hibbing

GERVAIS

Brecenridge

Fergus Falls

WADENA

Staples

BRAINERD

TVOR BRAINERD

RNG BRAINERD

Elbow Lake

VOR ALEXANDRIA

RNG ALEXANDRIA

SISSETON

Lake Traverse

ALEXANDRIA

Little Falls

CAMP RIPLEY (ARMY)

Mille Lacs Lake 1249

Aitkin

Duluth

VOR DULUTH

RNG DULUTH

Two Harbors

Port Wing

APOSTLE ISLANDS

Bayfield

Ashland

Cable

GOGEBIC CO

Ironwood

HAYWARD

RNG BURNETT CO

VOR GRANTSBURG

TVOR ST CLOUD

Sauk Centre

Alexandria

Ortonville

WHITNEY MEM

WILLMAR

MADISON

Spooner

Rice Lake

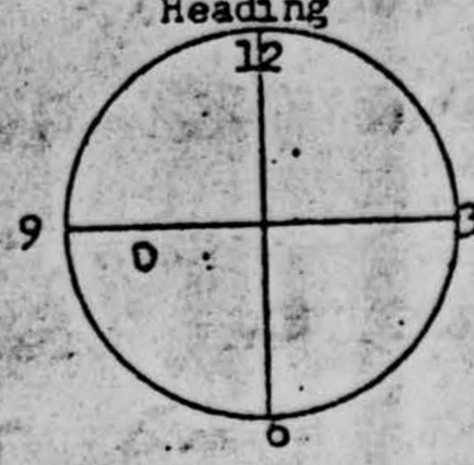
PHILLIPS

LAKE

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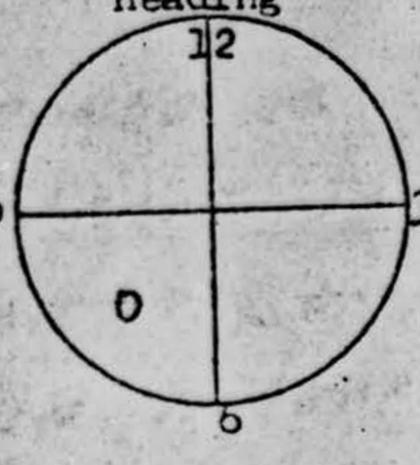
16. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

025° TRUE
Heading



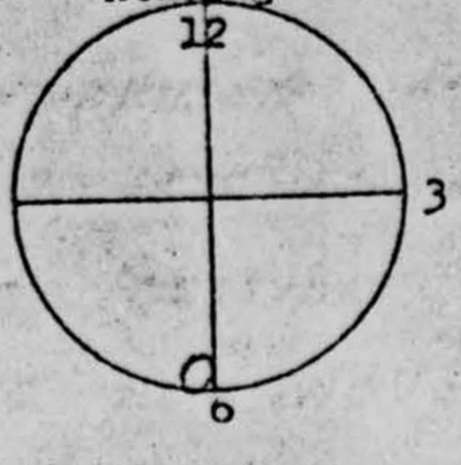
(Circle one)
HIGH
LOW
LEVEL

025° TRUE
Heading

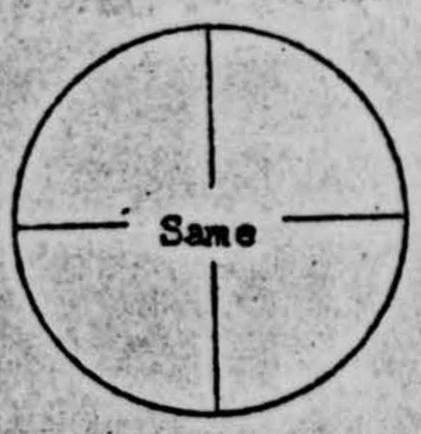


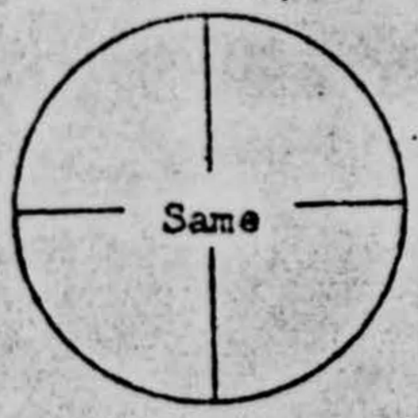
(Circle one)
HIGH
LOW
LEVEL

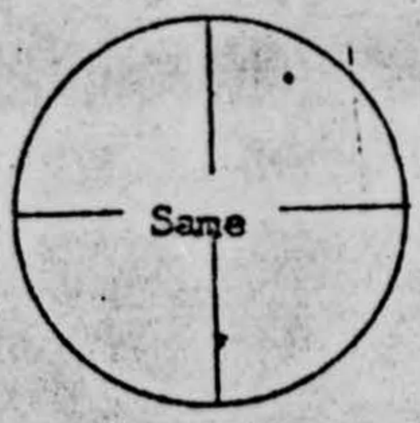
046° TRUE
Heading

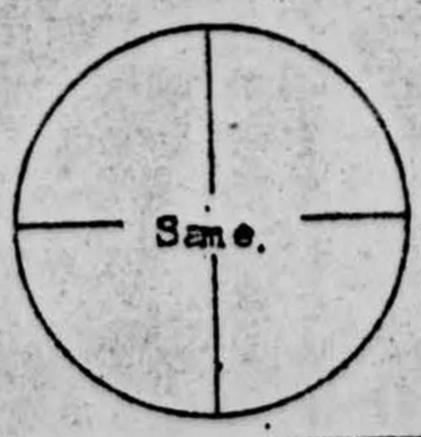


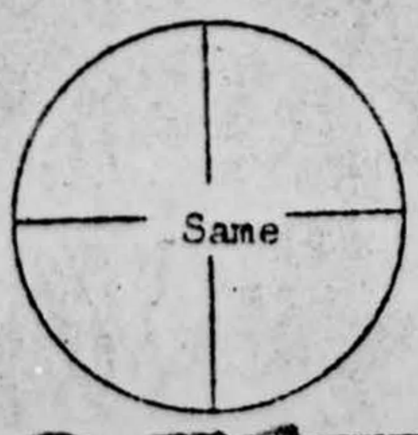
(Circle one)
HIGH
LOW
LEVEL

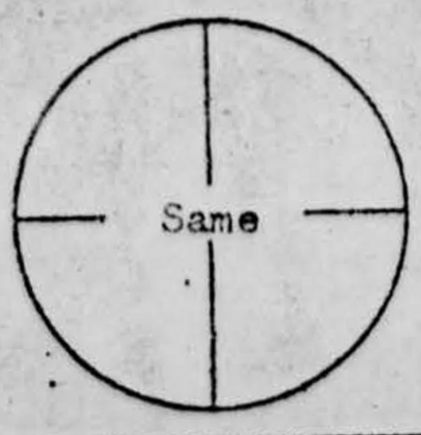












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16. Please give a brief narrative account of sighting and any other additional data or comments.

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 RELETIVE-POSITION FOR ABOUT 5 MIN, THEN APPEARED TO MOVE IN A SOUTHERLY DIRECTION AND EVENTUALLY FADED 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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47. Please give the following information about yourself: UNCLASSIFIED

NAME [redacted] Last Name [redacted] First Name [redacted] Middle Name

ADDRESS [redacted] Street ELLSWORTH AFB City — Zone SD DAK 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 Day MAR Month 1959 Year

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DECLASSIFIED AFTER
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[redacted]

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Document Log 59-1612 ~~59-1436~~

47. Please give the following information about yourself: UNCLASSIFIED

NAME [redacted] Last Name [redacted] First Name [redacted] Middle Name

ADDRESS [redacted] Street ELLSWORTH AFB City — Zone SD DAK 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 Day MAR Month 1959 Year

DOWNGRADED AT 3 YEAR INTERVALS:
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UNCLASSIFIED

[redacted]

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[redacted] UNCLASSIFIED

Classification Cancelled
(Change to _____)
Auth: _____
By _____ 29 Jan 69

AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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 (Day) MARCH (Month) 1959 (Year)

2. Time observation was made:

_____ (Time) _____ (Zone) ☐ Daylight Saving ☐ Standard

or 2050 Z (GMT)

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

48-04 N 93-45 W
Coordinates

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

NAME	RANK	CREW POSITION
[redacted]	CAPT	PILOT
[redacted]	1/LT	CO PILOT
[redacted]	A/1C	TAIL GUNNER
[redacted]	LT. COL	INST PILOT

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AISOP # 2
(19 Sep 56)

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Incl #4

[redacted]

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5. Aircraft identification

a. Type aircraft B-52 D

b. Serial No. 56-687

c. Home Station ELLSWORTH AFB

6. Flight Data

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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[redacted]

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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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
e. (No trace of daylight)
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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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

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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. 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. 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. 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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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 asay 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

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

BEHIND A CLOUD

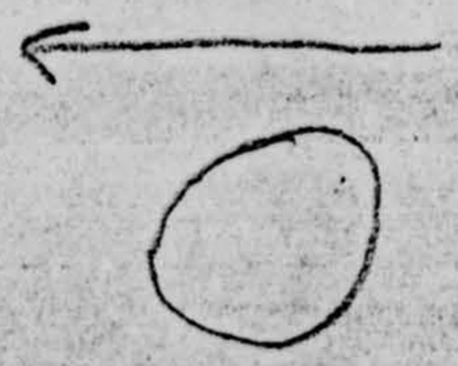
37. What direction were you looking when you first saw the object? (Circle one)

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

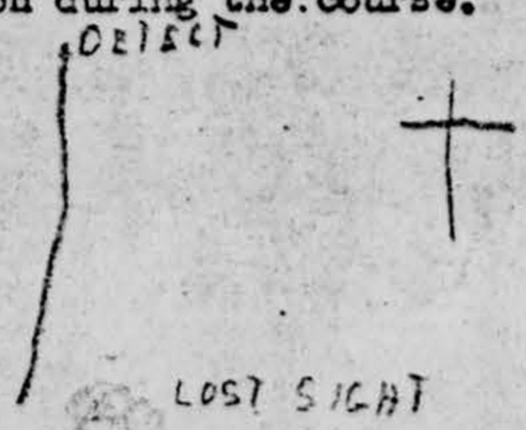
38. What direction were you looking when you last saw the object? (Circle one)

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.

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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11. 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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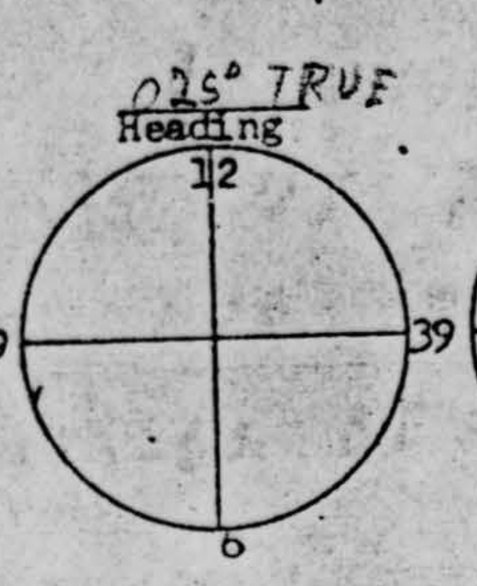
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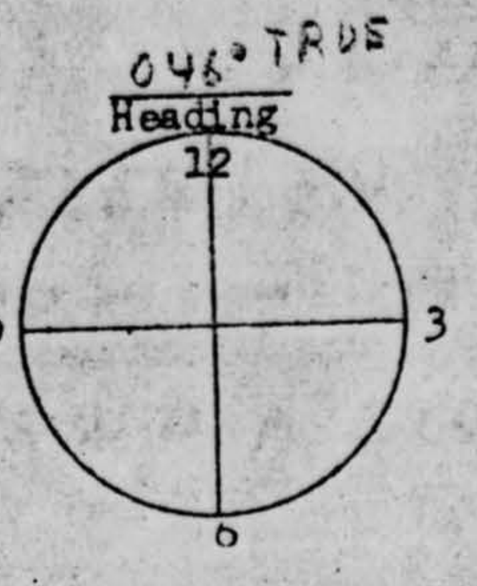
5. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate any changes of heading of your aircraft.



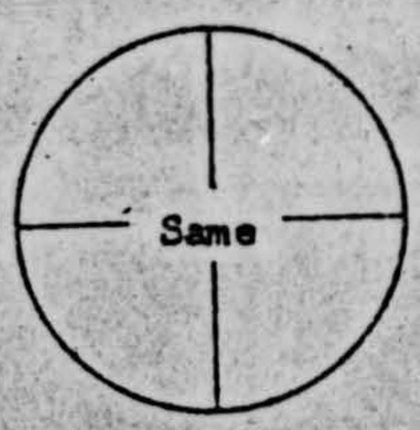
(Circle one)
~~HIGH~~
LOW
LEVEL

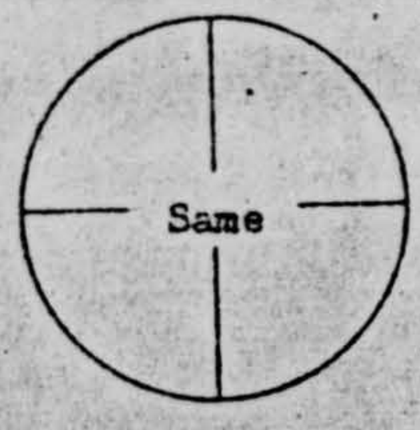


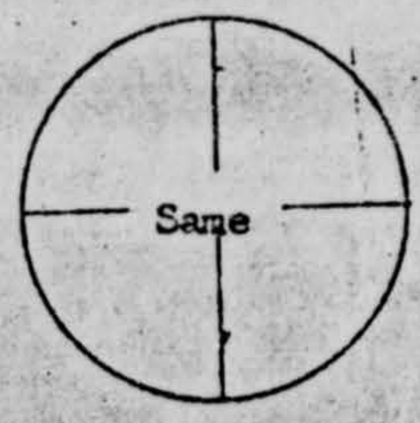
(Circle one)
HIGH
LOW
~~LEVEL~~

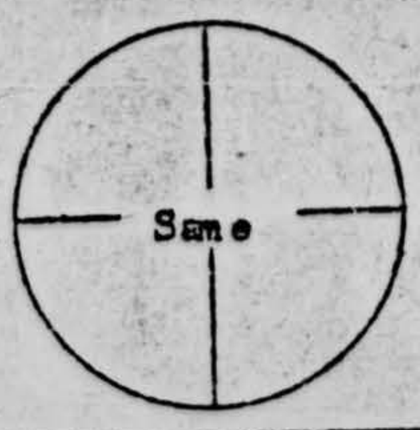


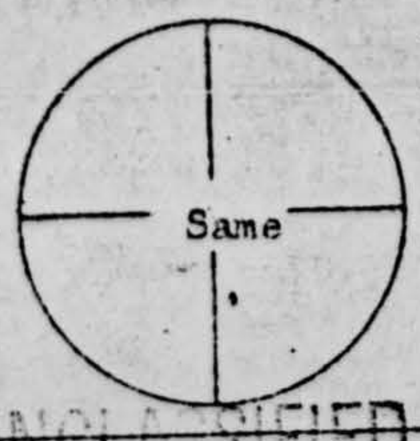
(Circle one)
HIGH
~~LOW~~
LEVEL

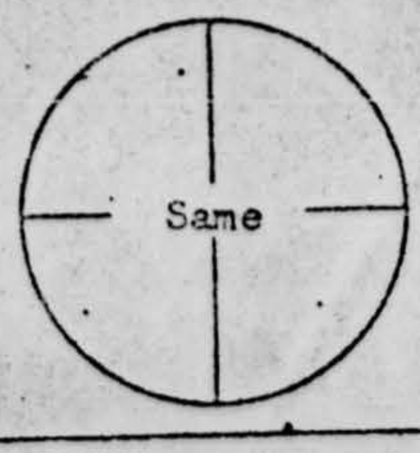












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59-1612

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 FRIST FOR WARD OF AIRCRAFT. AS WE FLEW ON IT WE PASSED IT AND LEFT IT TO OUR REAR. I SAW IT GO BEHIND A CLOUD.

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[redacted] 50TH AISS Classified Document [illegible]

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47. Please give the following information about yourself:

NAME [redacted] Last Name [redacted] First Name [redacted] Middle Name

ADDRESS [redacted] Street [redacted] City SO DAKOTA 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 Day APRIL Month 1959 Year

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59-1612

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29 Jan 69

AIRBORNE OBSERVER'S DATA SHEET

This questionaire 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 (Day) MAR (Month) 1956 (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	A/C
[redacted]	1/LT	P
[redacted]	A/1C	E

AISOP # 2
(19 Sep 56)

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Document Log # 54-1612

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).

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 244

☑ 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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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
b. Dull daylight
c. Bright twilight
d. Just a trace of daylight
(e.) No trace of daylight
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
b. In back of you
c. To your right
d. To your left
e. Overhead
f. Don't remember

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1006TH AISS Classified Document Log # Twilight

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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.

P. BRIGHT LIGHT

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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. 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.

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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) AT ONE TIME LOOKED LIKE 20 MILES

If you answered YES, then how far asay 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 _____
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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54-1612

36. How did the object or objects disappear from view? UNCLASSIFIED

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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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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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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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

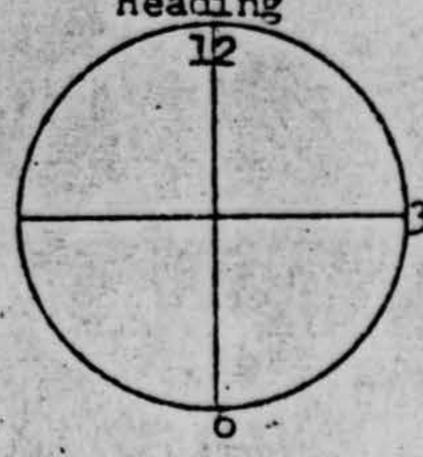
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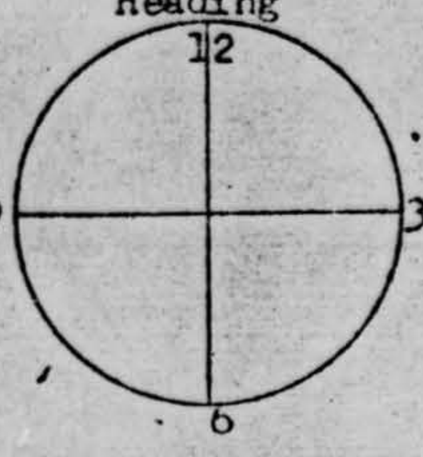
5. Show the location of the object in relation to the aircraft by placing an "X" on the edge of the circle at the o'clock position and state high, low or level. If this relationship changed during the sighting, use another circle and show the new relationship of the object to the aircraft. Also indicate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

025° Heading



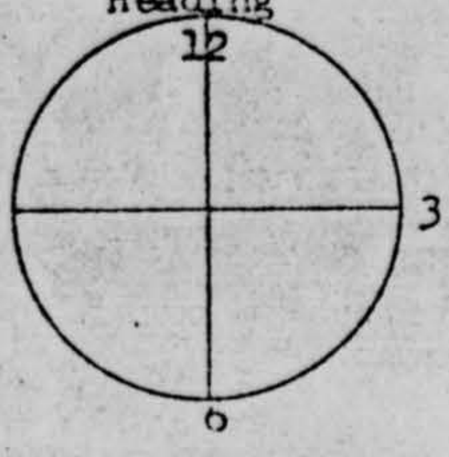
(Circle one)
HIGH
LOW
LEVEL

025° Heading

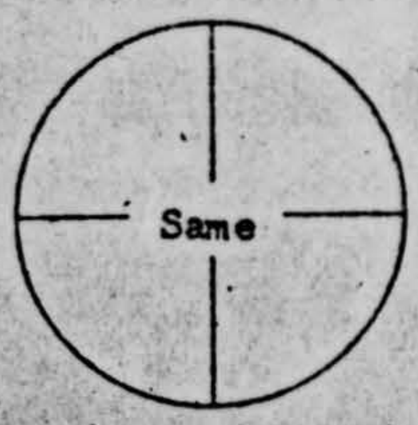


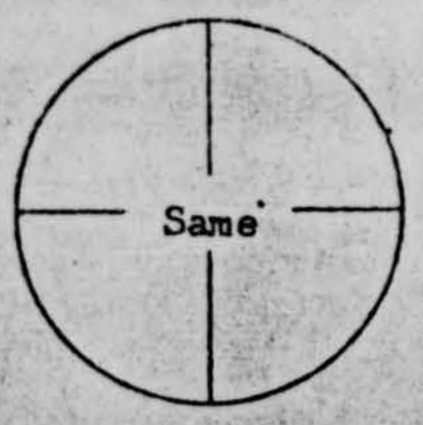
(Circle one)
HIGH
LOW
LEVEL

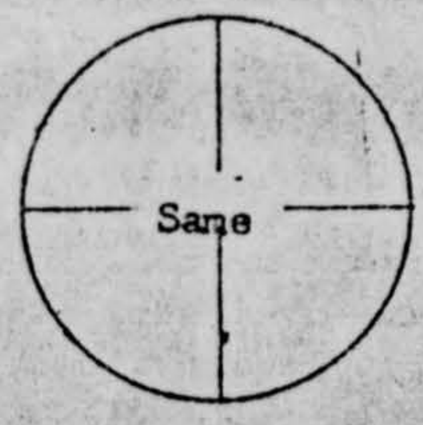
046° Heading

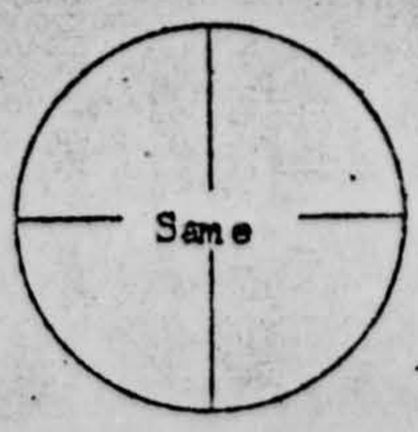


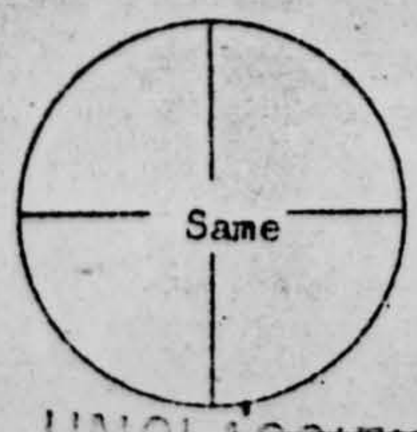
(Circle one)
HIGH
LOW
LEVEL

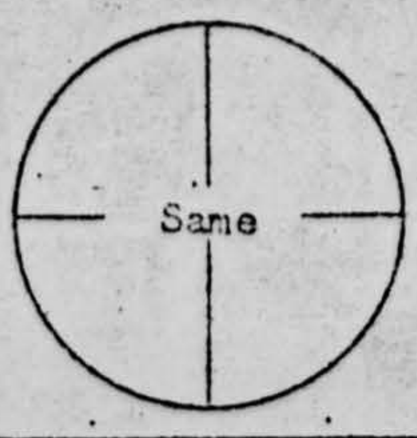












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46. Please give a brief narrative account of sighting and any other additional data or comments.

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TO RJWFAL/COMDR ADC

RJEDAH/COMDR 37TH ADIV DEF

RJEDSQ/COMDR AIR TECH INTELCENTER WRIGHT PAT

RJWFKFA/COMDR 2ØTH ADIV DEF

RJWZGU/COMDR 29TH ADIV 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 CONTRAILS SEEN BY FLIGHT OF 3 F-94C'S. ONE CONTRAIL SEEN BY LONE F-1Ø2. 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). 31Ø DEG FROM FKPC453Ø AT 11,ØØØ FT. ELEVATION UNKNOWN DUE TO INOPERATIVE EQUIPMENT. ITEM B3: UNKNOWN. ITEM B4: ERRATIC AND HIGH SPEED. ITEM B5:

HIGH SPEED DEPARTURE OF AREA. ITEM B6: BETWEEN 2116Z AND 2306Z, ON 13 MAR 59. ITEM C1: GROUND ELECTRONIC SPS-2 (SEARCH);

47. Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) Ellsworth (City) AFB (Zone) S.D. (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 questionnire?:

1 (Day) April (Month) 57 (Year)

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DOD DIR [illegible]

UNCLASSIFIED

Incl #1 [redacted]

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+, 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.

AFCIN-4E2a

UFO Sightings

13 March 1961

Dr Donald H. Menzel
Harvard College Observatory
Cambridge 38, Massachusetts

1. Here are two radar-visual sightings from the ATIC 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 ATIC 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 relocated.

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 materials.

EXTRACT from Project Blue Book

At Duluth Minneapolis Intercept Site one by the eleventh in the evening. It's cold. The temperature before Ground Zero and it's so cold you have a feeling you can almost reach up and touch the stars.

It was this kind of a night on March 15, 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 were were heavy. Then 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 command line that someone had sighted an unidentified flying object off to the north. Word ferreted around the squadron and its 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

from the air base. They were traveling fi and taking scope photos.

In the dirt hangar, the two pilots standing the alert had been listening to a running account of the sighting as when the scramble bell rang they took off for their airplanes like a couple of sprinters.

As the two big dirt hangar doors swung up the whining scream of the jet starters, followed by thunder of the engines filled the airfield. The atmosphere around the Duluth municipal airport was close akin to Santa Claus the instant the stockings are open.

It's been years when jet interceptors assemble and you can hear the tension with your fingers.

As the people on the ground watched they could start see the flame of the jet's afterburners disappear into the night. Then the jet's navigation lights faded out on a bearing of 300 degrees.

As the radar site they picked up the target and there was many excited people watching the big pale, orange scope as two little bright points of light began to close on a bigger blob of light.

Then the pilots gave the "tally-ho"—they were in visual contact.

But the "tally-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 scope.

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 afterburners, 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 5 or 6 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 thoroughly interrogated. Weather reports were collected. Radar scope photos were developed. And the pilots received special attention. The exact bearing of the UFO was measured and 300 degrees was found to be 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? Some answer. These jets were the fastest things in the air.

Planet or star? Out came the almanacs and the puzzle went to the astrophysicists. 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 raced so fast would base 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 was common knowledge. Further interrogation of the observers showed it had never moved.

So, the history of the UFO is almost brought up to date.

[redacted] CLASSIFICATION

UNCLASSIFIED

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
USA	D7-UFOB-2-59	

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
DULUTH, FINLAND, MINNESOTA	13 March 1959	
ACTIVITY SUBMITTING REPORT: Detachment 7, 1006th AISS, Snelling AFS, St Paul 11, Minnesota	DATE OF COLLECTION: 14 - 18 March 1959	SRI NO. ____ CANCELED/COMPLETE
PREPARING INDIVIDUAL: JOSEPH S. SVAHULA, MSGT, USAF	DATE OF REPORT: 6 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 (RAIR Subject, previous reports, etc., as applicable)

TT 756 AC&WRON OPS 13-C-7; D7-UFOB-1-59

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 AC&WRON, FINLAND, Minnesota

PART TWO: Description of sighting by A/2C James R. Pyszka, AF 17485091, Intercept Control Technician, 756th AC&WRON, FINLAND, Minnesota

PART THREE: Description of sighting by 1st Lt. Owen L. Schwatka, AO 3058081, USAF, Pilot, 11th FIS, DULUTH, Minnesota

PART FOUR: Description of sighting by Captain Earl G. Weaver, 52152A, USAF, Pilot, 11th FIS, DULUTH, Minnesota

PART FIVE: SUPPLEMENTARY INVESTIGATIVE EFFORTS

PART SIX: COMMENTS OF PREPARING OFFICER

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.

Declassified

_____ INCLS
(See Individual PARTS)

29 Jan 69

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AF FORM 15 SEP 54 112 REPLACES AF FORM 112 [redacted]

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CLASSIFICATION

1006TH AISS Classified
Document Log # 590013-365A

PAGE TWO RJEDNG 53

HIGH SPEED DEPARTURE OF AREA. ITEM B6: BETWEEN Ø1187 AND Ø3ØØZ,
ON 13 MAR 59. ITEM C1: GROUND ELECTRONIC SPS-2Ø (SEARCH);
AIR ELECT. MG (X BAND) ON F-1Ø2. ITEM C2: NONE. ITEM C3:
3 F-94C 18Ø DEG - 11,ØØØ FT 4ØØ KT. - DULUTH, MINN.
1 F-1Ø2 Ø9Ø DEG - 25,5ØØ FT 55Ø KT - DULUTH, MINN. ITEM D1:
13/Ø118Z MAR 59. ITEM D2: DARK BUT CLEAR. ITEM 3: ALL OBSERVATIONS
WERE MADE WITHIN 3Ø MILE RADIUS OF FKPC453Ø. ITEM F1: UNKNOWN?
ITEM F2: UNKNOWN. ITEM G: UNKNOWN. ITEM G2: WIND REPORTED AT
2Ø,ØØØ FT ONLY - DIRECTION 33Ø DEG AT SPEED 2Ø KT. ITEM G3: 4,ØØØ FT
CEILING - 22,ØØØ FT TOPS. ITEM G4: OVERCAST. ITEM G5: NONE.
ITEM H: NONE. ITEM I: NONE: ITEM J: ATTEMPEED 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

[redacted]

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE 2 OF 13 PAGES
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	

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
JOHN W. MEADOR
Colonel, USAF
Commander

[redacted]

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ORIGINATING AGENCY	REPORT NO.	PART ONE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	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 Officer

Education: 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&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: Lt. John J. Murphey, of the 756th AC&WRON, 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 rader 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	REPORT NO.	PART ONE
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	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

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Document Log # 5766/3-365A

[redacted]

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ELECTRONICS DATA SHEET
(GROUND RADAR)

29 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 ACWRON P-69
   Organization
   FINLAND AFS, FINLAND, MINNESOTA
   Location

2. DATE OF THIS REPORT:
   18 March 1959
   Day Month Year

3. DATE TARGET OBSERVED:
   15 MARCH 1959 Local Time ☐ Z Time ☒
   Day Month Year
   Time-Local 8:20 PM Time-Z 0220Z

4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER:
   [redacted]
   [redacted], Minnesota

5. EXACT LOCATION OF STATION (COORDINATES):
   FKPC 4525

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. In Radar
A.	None at P-69			
B.				
C.				
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:

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ATIC FORM 332 (REVISED 25 NOV 1952)

[redacted]

[redacted]

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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.

SCHNAIKA 11th FIS
WEAVER 11th FIS

SRFC3
SRJG192 - 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? I Don't Know ☐ YES ☐ NO
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:

ATIC FORM 332 (REVISED 25 NOV 1952)

[redacted]

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[redacted]

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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	☐	CHANGED SIZE RAPIDLY	☐
b. SPEED WAS CONSTANT	☐	SPEED WAS VARIABLE	☐
c. FOLLOWED CONSISTENT TRACK	☐	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☐
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☐		

N/A

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 SRFC182 & SRFC3 - 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
SRFC3 - Like a planet

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ATIC FORM 332 (REVISED 25 NOV 1952)

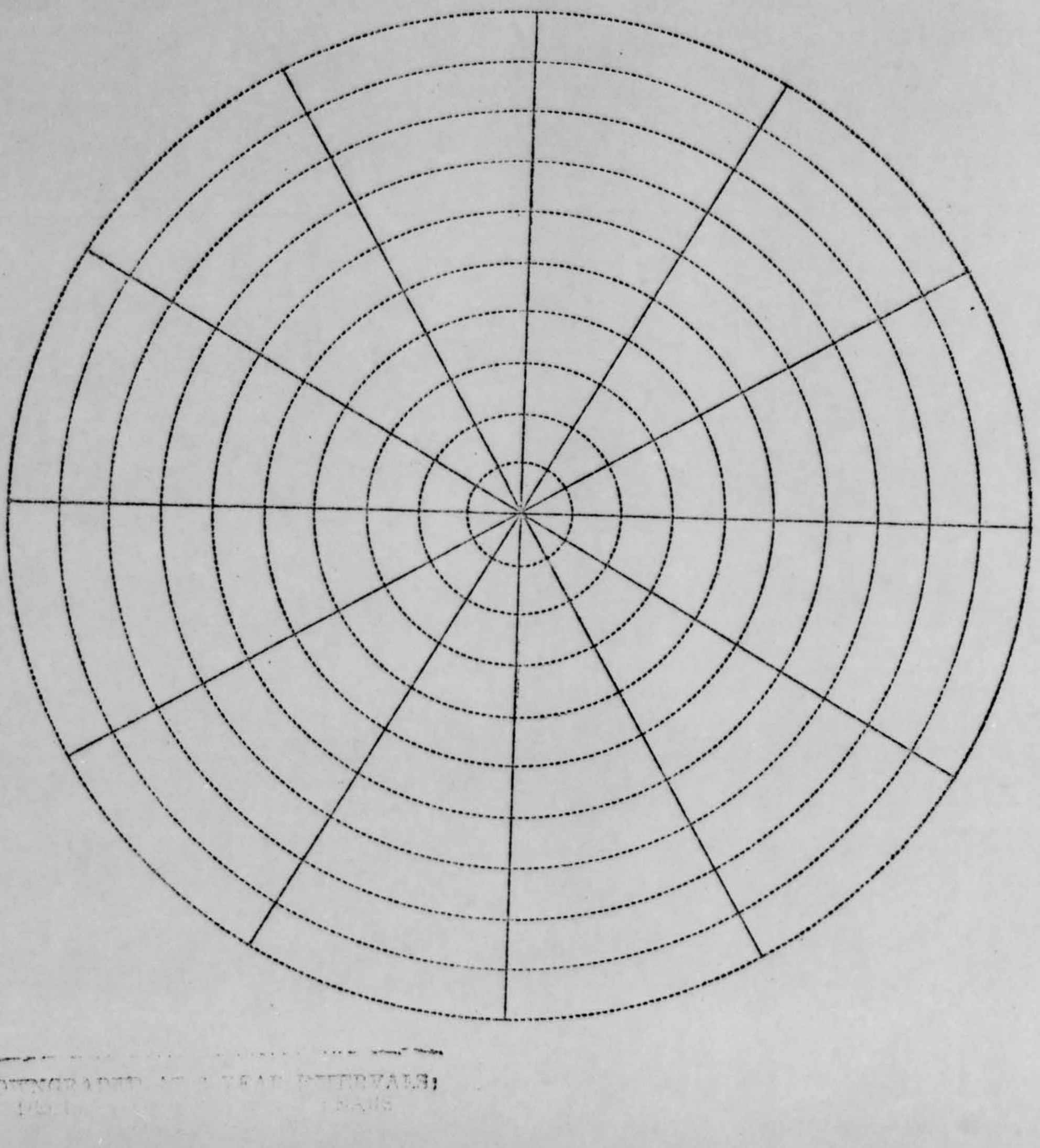
[redacted]

[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



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ATIC FORM 332 (REVISED 25 NOV 1953)

[redacted]

[redacted]

31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

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[redacted]

[redacted]

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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?

SATURDAY (Day) MARCH (Month) 1959 (Year)

ZEBRA TIME

2. Time of day: 0200 (Hour) 21 Z (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?

752ND AC+W SQD (Nearest Postal Address) FINLAND AFS (City or Town) FINLAND, MINN. (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
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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ATIC FORM NO. 164 (13 OCT 54)

Sud 2
D7-UFOB-2-59

[redacted]

DOD[illegible]
D[illegible]

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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[redacted]

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 090DEGREES 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

ATIC
16 MAR 59 07 29

TELEPHONED
TO
NO.
TIME
Date
By:

1-4E4
2
3
4-4x2a2

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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.

DOWNGRADED AT 3 YEARS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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.

DOWNGRADED AT 12 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

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
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 [illegible] ACCIDENT

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
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:

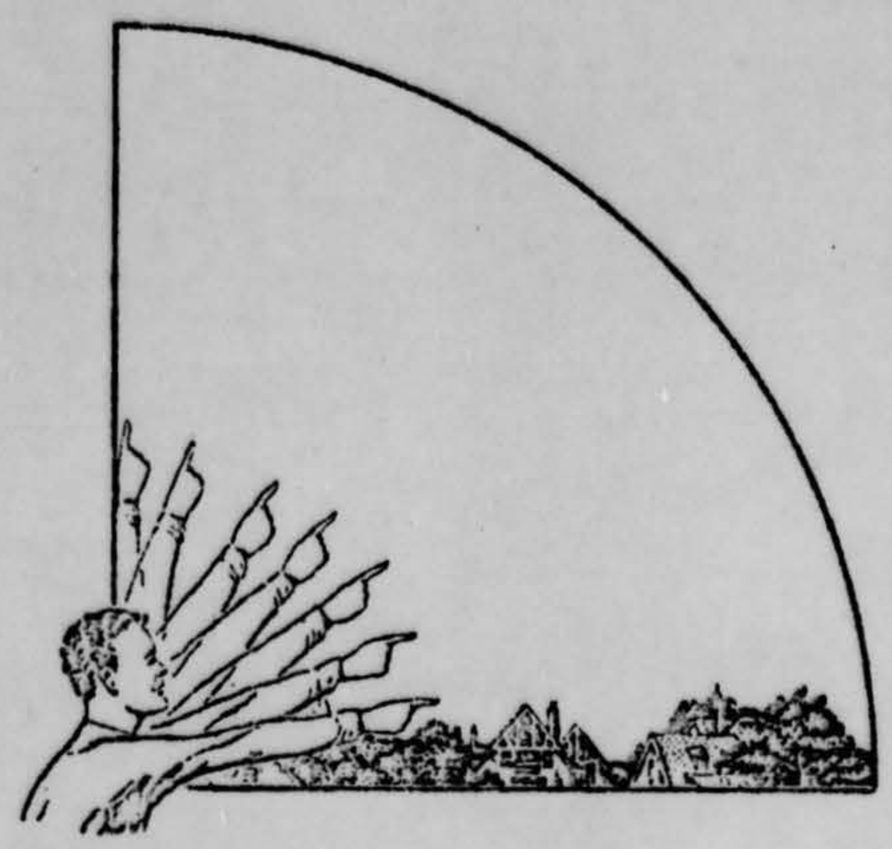
a. From true North _____ degrees.
b. From horizon _____ degrees.

31.2 When it disappeared:

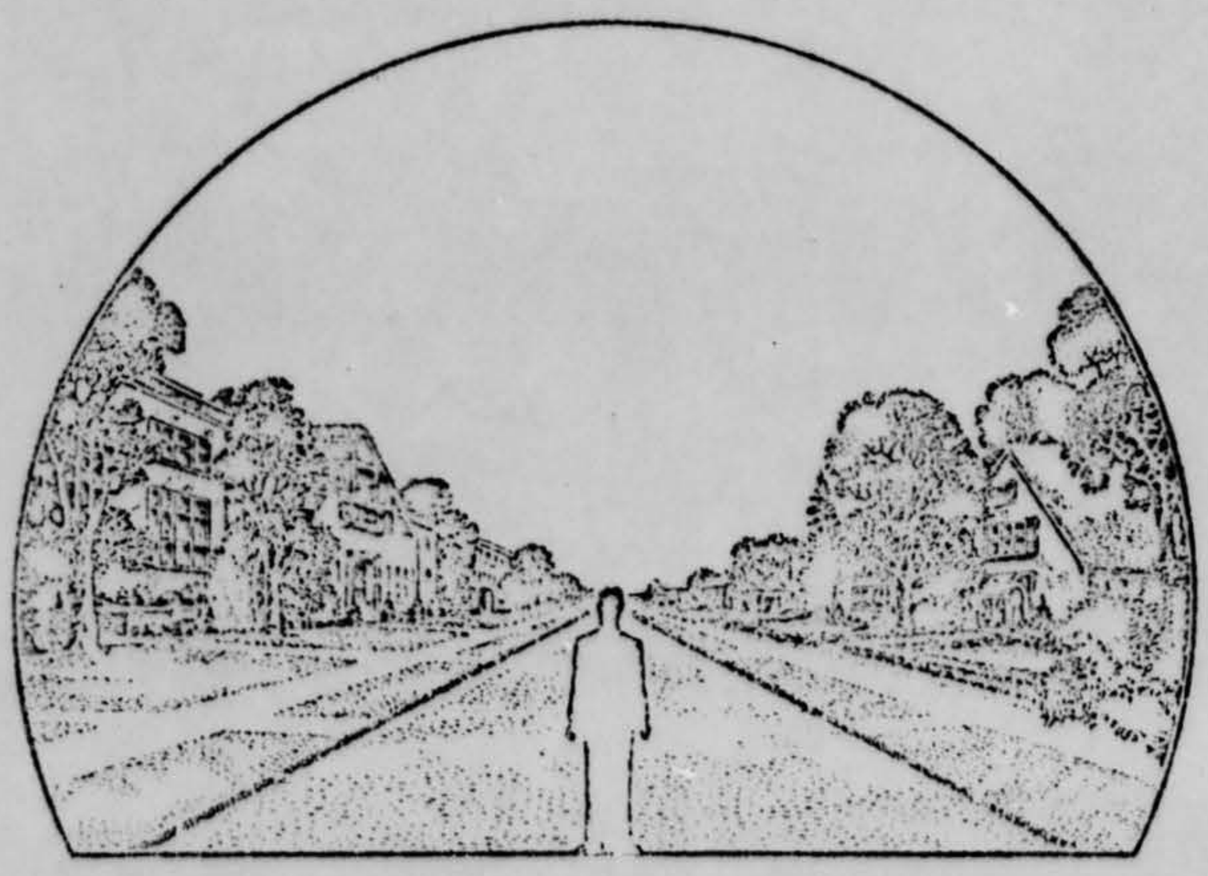
a. From true North _____ degrees.
b. From horizon _____ degrees.

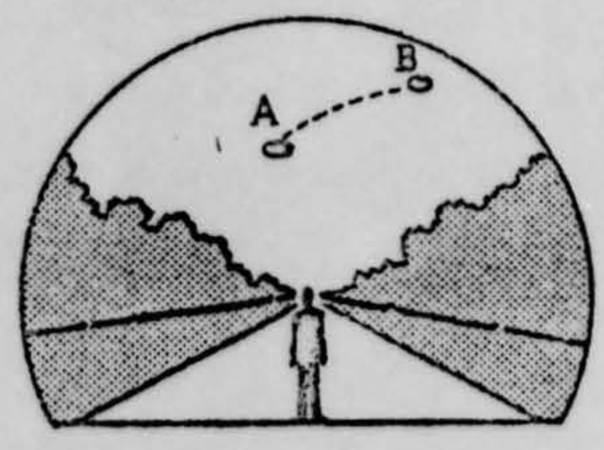
DECLASSIFIED
DOD Dir 5200.10
UNCLASSIFIED

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.



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 [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS 756th AC+W Sq (Street) FINLAND AIR STATION (City) FINLAND (Zone), MINN (State)

TELEPHONE NUMBER [redacted]

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 V
b. High school V
c. College LEHIGH UNIVERSITY
d. Post graduate _____
e. e. Technical school GCI, TYNDALL AFB
(Type) _____
f. Other special training _____

42. Date you completed this questionnaire: 15 (Day) MARCH (Month) 1959 (Year)

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DECL

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[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 _____
(Please Print)

SIGNATURE _____

DATE _____

(Do Not Write in This Space)

CODE:

I rechecked int. (2-F10-A) to the object they saw.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

UNCLASSIFIED

[redacted]

[redacted] (UNCLASSIFIED)

CLASSIFICATION (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PART TWO
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	PAGE 5 OF 13 PAGES

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).

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

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 13 March 1959 (CST) 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 it's 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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5748T3-365 14

AF FORM 112—PART II
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Detachment 7, 1006th AISS Snelling AFS, St Paul 11, Minn	D7-UFOB-2-59	PART TWO 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 deficiences. Airman Pyszka stated that the aurora borealis were prominent Friday. No further information.

1 Incl
USAF Technical Information Sheet

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

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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.

[redacted] 6TH AISS Classified
Document Log #: 3-91213-365 A

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(CLASSIFICATION)

16—55870-1 ☆U. S. GOVERNMENT PRINTING OFFICE : 1951 O—918739

All info reported Tapes ... Pg 2 + 4
by Pilots [redacted]

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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 (Day) March (Month) 57 (Year) EST.

2. Time of day: About 14 week 031 (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 Ruusa (Nearest Postal Address) Finland (City or Town) Minn. (State or Country)
   Additional remarks: Winkler Radar Operations on L.C.T. for ET Hagerty. 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.
   I never did
   a. Certain
   b. Fairly certain
   c. Not very sure
   d. Just a guess

6. What was the condition of the sky? Several 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

ATIC FORM NO. 164 (13 OCT 54)

Incl #1
D7-UFOB-2-SF

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