

PROJECT 10073 RECORD CARD

1. DATE 25 Mar 59	2. LOCATION Northern Montana		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local _____ GMT 26/024LZ	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Military		
7. LENGTH OF OBSERVATION 60 mins	8. NUMBER OF OBJECTS one	9. COURSE varied	
10. BRIEF SUMMARY OF SIGHTING Non-persistent contrails first sighted by B-52 crew heading North. A few mins later obj picked up on radar to rear of B-52. Obj followed B-52 at 8,000' to 15,000' for the better part of an hr. F-89J fighter scrambled to identify obj. Obj changed course & speed, began to climb away fm F-89 which could not close on obj.		11. COMMENTS F-89 got approx 20 Mi of obj. pilot rptd sighting red & green blinking running lights & a steady white light, assumed to be a tail light. The arrangement of the lights indicated to pilot of F-89 that the obj was of delta or swept wing type.	

UNCLASSIFIED AC

04450

28 MAR 59

AC

PARAPHRASE
CATEGORY B ENCRYPTED
ALL INTERNAL REFERENCES BY DATE-TIME GROUP
PRIOR TO DECLASSIFICATION—NO UNCLASSIFIED
REFERENCE IF THE DATE-TIME GROUP IS QUOTE

AC OPER IMMED
FM COMDR 801 ACWRON MALMSTROM AFB MONT.
TO COMDR ADC ENT AFB
COMDR ATIC WPAFB
COMDR NORAD ENT AFB
COMDR DIR OF INTEL HQS USAF WASHDC
COMDR 29 ADIV MAFB
INFO COMDR 1005 AISS ENT AFB
BT

OPERATIONAL IMMEDIATE

// [REDACTED] CITE: OPS 1314. SUBJECT UNIDENTIFIED FLYING OBJECT.
IAW AFR 200-2. THE FOLLOWING REPORT IS SUBMITTED. PARA 1. DESCRIPTION:
(1) DESCRIPTION-APPEARED TO BE A MEDIUM SIZED ACFT OF RELATIVELY HIGH
PERFORMANCE. SPEED IN EXCESS OF 0.8 MACH, ALTITUDE ABOVE 43 THOUSAND
FEET, WITH A CONSIDERABLE ACCELERATION CAPABILITY. OBJECT APPEARED
TO USE AFTERBURNER. SUB PARA A NEGATIVE B COMPARABLE IN SIZE TO A
B57 C NEGATIVE D NEGATIVE E NON APPLICABLE-1 ONLY FOXTROT
CONVENTIONAL RED AND GREEN RUNNING LIGHTS, SET IN BRIGHT-FLASH
POSITION. G 1 OR MORE AFTERBURNERS, INITIATED DURING INTERCEPTION
H NON APPLICABLE (2) COURSE-OBJECT WAS FOLLOWING A USAF B52 (OUTCOME

1
2/E4
3
4/4200

PAGE TWO

15, SR-CA) DURING HIS REFUELING MISSION, AND PENETRATED ADIX NORTH
OF HAVRE, MONTANA ON A HEADING OF 180 IN TRAIL FORMATION OF 11
THOUSAND TO 15 THOUSAND YARDS BEHIND THE B-52. (A) ADC RADAR SITE
SM-147, GREAT FALLS MONTANA, WAS ENGAGED IN PASSIVE FLIGHT FOLLOWING
WITH USAF B-52 OUTCOME 15, AND WAS CARRYING SAME WITHIN THE SYSTEM
AS A SMOKE RING CA TRACK, ENGAGED IN A REFUELING MISSION. THE PILOT OF
OUTCOME 15 CALLED SM-1471 THE GCI COMMON FREQUENCY AND ADVISED HIME
THAT A PQUOTE CHICKEN UNQUOTE HAD BEEN FOLLOWING HIM FOR THE PAST
15 MINUTES, AND REQUESTED THAT WE ATTEMPT TO FIND OUT WHO IT WAS.
WE REPLIED THAT WE HAD NO INTERCEPTORS IN THE AREA WHO WERE AIRBORNE.
OUTCOME 15 WAS REQUESTED TO CALL SM-147 IF HE (THE B52) PENETRATED
THE NORTHERN BOUNDARY OF THE ADIX WITH THE STRANGER STILL ON HIS TAIL.
HE REPLIED THAT HE WOULD, AND HIS CALL WAS RECEIVED APPROX 5 MINUTES
LATER, AT 0308Z, 26 MARCH 1959 TO THE EFFECT THAT HE WAS NOW
PENETRATING THE ADIX AND THE ACFT WAS STILL HOLDING ASTERN AT
11 THOUSAND YARDS. (B) OBJECT FIRST OBSERVED DEAD ASTERN OF A B-52
DEFENSIVE RADAR, WHICH HAD A POSITIVE CONTACT WITH THE OBJECT.
ALTITUDE 32 THOUSAND FEET, SPEED: CRUISING. THE OBJECT WAS
DEFNITELY FOLLOWING THE B-52, AND IN FACT NEGOTIATED A 70 DEGREE
TURN TO THE RIGHT IN TRAIL WITH THE B52, WHICH MADE THIS TURNOVER
AN IP FOR REFUELING. (C) LAST VISUAL CONTACT WITH THE OBJECT WAS BY
THE PILOT OF THE F-89J (INTERCEPTOR WHICH WAS SCRAMBLED ON THIS
UNKNOWN. PILOT STATED THAT HE (THE F-39 WAS IN A MAXIMUM PERFORMANCE
CLIMB) 200 FEET PER MINUTE) AT HIS SERVICE CEILING OF 43 THOUSAND
FEET MSL, SPEED 0.75 MACH INDICATED, AND THAT THE OBJECT WAS HOLDING

[REDACTED]

AFR 2054 POC 0170

PAGE THREE

ABOUT 5 DEGREES HIGH ON HIS CANOPY, CLIMBING AWAY, AND RANGING OUT RAPIDLY. INTERCEPTOR PILOT WAS ORDERED TO DISCONTINUE THE CHASE WHEN THE OBJECT APPEARED TO BE ABOUT 20 MILES AWAY (THE TO THE PILOT) AND STILL CLIMBING UP AND AWAY. (D) THE OBJECT OBVIOUSLY EVADED VISUAL INTERCEPTION BY THE F-89, AS WAS EVIDENCE BY ITS INCREASED PERFORMANCE AND EVASIVE MANEUVERES WHEN THE F-89 GOT TO WITHIN 5 MILES OF THE OBJECT, CO-ALTITUDE (32 THOUSAND FEET) IN A QUARTERING STERN IDENTIFICATION PASS. OBJECT HAD ALSO MANEUVERED TO STAY IN TRAIL WITH THE B-52 PRIOR TO F-89 INTERCEPTION. (E) DID NOT DISAPPEAR-THE OBJECT OUT-PERFORMED THE INTERCEPTOR AND CLIMBED OUT OF RANGE AT A SPEED GREATER THAN THE F-89 COULD ESTABLISH. (F) OBJECT WAS REPORTED FIRST BY THE B-52 AS HAVING BEEN FOLLOWING HIM FOR 15 MINUTES. ANOTHER 5 MINUTE ELAPSED BEFORE THE INTERCEPTOR WAS AIRBORNE. THEN THE B-52 LOST CONTACT WITH THE OBJECT FOR ABOUT 3 MINUTES. FOR THE NEXT 20 MINUTES, DURING WHICH THE IDENTIFICATION INTERCEPT WAS BEING CONDUCTED, THE OBJECT WAS HOLDING 8 THOUSAND YARDS BEHIND THE B-52. FINALLY, THE F-89 CONDUCTED A STERN CHASE ON THE OBJECT, WHICH HAD DEVERTED ITS COURSE FROM THE B-52 AND ITS TANKER AND HEADED 350 DEGREES, FOR ABOUT 10 MINUTES BEFORE GIVING IT UP. TOTAL TIME IN RADAR CONTACT: 50 MINUTES: TOTAL TIME IN VISUAL CONTACT 3 MINUTES. TOTAL TIME IN ANY CONTACT: 60 MINUTES. (3) MANNER OF OBSERVATION WAS ELECTRONIC AND VISUAL. ELECTRONIC OBSERVATION WAS ACHIEVED WITH B-52 DEFENSIVE RADAR, TYPE UNKNOWN. VISUAL CONTACT WAS

PAGE FOUR

BY PILOT AND R/O OF F-89 CONDUCTING ID INTERCEPT. (B) NON APPLICABLE (C) SIGHTING WAS MADE BY 2 ACFT: (1) USAF B-52, CALLING OUTCOME 15, ALTITUDE 32 THOUSAND FEET, HEADING SOUTH TOWARD ADIX NORTH OF HAVRE MONTANA, THEN HEADING EST ON A 230 TRACK FROM SOUTH OF HAVRE TO SOUTH OF CUTBANK, MONTANA, HAVING DESCENDED DURING THE TURN TO 30 THOUSAND FEET. MISSION: REFUELING. HOME BASE: 92 BOMB WING, FAIRCHILD AFB, SPOKANE, WASHINGTON. (2) USAF F-89J, CALL SIGN BOARD PIPE 27, FIRST LT (PILOT) AUSTIN BOND, 29 FIGHTER INTERCEPTOR SQUADRON, MALMSTROM AFB, GREAT FALLS, MONTANA AND RADAR OBSERVER FIRST LT CHARLES ABERNATHY SAME ORGANIZATION. INTERCEPTOR SIGHTED OBJECT 45 DEGREES TO HIS RIGHT, LEVEL, ABOUT 20 MILES DISTANT WHILE HE (F-89) WAS ON A HEADING OF 310 DEGREES. F-89 TURNED RIGHT TO 350 AND PURSUED THE OBJECT, CLIMBING FROM 31 THOUSAND FEET TO ULTIMATE ALTITUDE OF 43 THOUSAND FEET. SPEED: 0.84 MACH INDICATED AT 32 THOUSAND FEET MSL, DECREASING TO 0.75 MACH AT 43 THOUSAND FEET MSL. (4) TIME AND DATE: FIRST REPORT BY B-52: 0258Z, 26 MARCH 1959 (B) NIGHT-CLEAR (5) GEORF POSITION OF B-52 WHEN FIRST SIGHTING REPORTED (OBJECT HAD BEEN FOLLOWING HIM FOR ABOUT 15 MINUTES AT THIS TIME) E 3040 GEORF POSITION OF INTERCEPTOR WHEN FIRST VISUAL SIGHTING REPORTED TO ADC RADAR DIRECTOR, AFTER WHICH A STERN CHASE ON A HEADING OF 350 DEGREES (MAGNETIC) AT SPEEDS BETWEEN 0.84 AND 0.75 MACH ENSURED. EKHD 2050 (6) B-52 PILOT: JOHN W JACKSON, CPAT, AO 0815439 92 BOMB WING, FAIRCHILD AFB, SPOKANE, WASHINGTON,

PAGE FIVE

PILOT. RELIABLE F-89 PILOT: 1 LT AUSTIN E BOND, 29 FIGHTER INTERCEPTOR SQ, MALMSTROM AFB, MONTANA. RELIABLE F-89 RADAR OBSERVER, 1 LT CHARLIE C ABERNATHY, 29 FIS, AFB, MONTANA. ADC RADAR SENIOR DIRECTOR, WHO CONDUCTED ID INTERCEPT: 1 LT RONALD S MURRAY, 27358A, 801 ACFT CONTROL AND WARNING SQ, MALMSTROM AFB, GREAT FALLS, MONTANA. RELIABLE. (7) A. WEATHER WAS CLEAR, VISIBILITY 25 MILES. B. NONE APPLICABLE-WINDS AT ALTITUDE DURING INTERCEPTION, 340 MAGNETIC, 40 KNOTS. C. CEILING-CLEAR. D. VISIBILITY-25 MILES. AIR TO AIR VISIBILITY UNLIMITED. E. NONE F. NONE (8) NONE (9) 1 F-89J SCRAMBLED AT 0310Z ON THE B-52, : INTERCEPT WAS PLANNED FOR A 6 DEGREE BEAM VISUAL IDENTIFICATION ATTACK, 1000 FEET LOW, WITH PLANNED 10 THOUSAND YARDS LAG DISPLACEMENT SO AS TO ENGAGE THE OBJECT IN TRAIL WITH THE B-52. RADAR RETURNS FROM THE OBJECT WERE NOT AVAIL, SO THE INTERCEPT WAS PLANNED ON THE B-52, WHICH WAS PAINTING CLEARLY. INTERCEPT DISCONTINUED WHEN THE OBJECT CLIMBED OUT OF RANGE AFTER A 20 MINUTE STERN CHASE BY THE F89. (10) THERE WERE 2 ACFT IN THE AREA AT THE TIME OF THE SIGHTING OTHER THAN THE INTERCEPTOR WHO WAS SUBSEQUENTLY SCRAMBLED. THESE ACFT WERE THE B-52 WHO CALLED THE OBJECTS FIRST SIGHTING, AND THE KC-135 WHO WAS TO RENDEZVOUS WITH THIS B-52. BOTH ACFT WERE POSITIVELY IDENTIFIED BY ADC RADAR AND WERE BEING

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BT

UNCLASSIFIED

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ZCZCSQP034CZCSQC263ZCUYA135

RR RJEDSQ

DE RUEPBL 20

R 301828Z

FM COMDR 1006TH AISS (ADV) FT BELVOIR VA

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

AF GRNC

BT

040 UNCLAS FROM AIHOP

REF IS MADE TO YOUR REQUEST TO DETACHMENT 8 1006TH AISS FOR
UFOB INVESTIGATION ON 28 MAR 59 PD INVESTIGATION BEING CONDUCTED BY
DETACHMENT 5 1006TH AISS CMM GEIGER FIELD CMM WASHINGTON PD END

BT

CFN 040 8 1006TH 28 59 5 1006TH

30/1930Z

6 A.G.O.
ACTION: INFOR. INFOR.

Alia

MAR 31 AM 7:27

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JOINT MESSAGEFORM				SECURITY CLASSIFICATION UNCLASSIFIED				
SPACE BELOW RESERVED FOR COMMUNICATION CENTER								
<p style="font-size: 1.2em;">6 APR 59 21 28z</p> <p style="font-size: 1.5em;">4E4g 1/10/17</p>								
PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE	
ACTION ROUTINE		BOOK	MULTI	SINGLE	AF	OPS 1314	UNCL	
INFO				X				
FROM: <u>ATIC, WP-AFB</u>						SPECIAL INSTRUCTIONS		
TO: <u>1006TH AISS (ADV) FT BELVOIR, VA.</u>								
<p style="font-size: 1.2em;">/UNCLASSIFIED/FROM: AFCIN-4E4g 4-639-L</p> <p style="font-size: 1.2em;">REF MSG OPS 1314, DTD 28 MAR 59, FROM 801 ACWRON CONCERNING AN UFO SIGHTING OVER NORTHERN MONTANA, AND OUR TELEPHONE CALL TO YOUR HQ 28 MAR 59, REQUESTING AN INVESTIGATION OF SUBJECT SIGHTING.</p> <p style="font-size: 1.2em;">THIS MSG IS A FOLLOW UP TO OUR TELEPHONE REQUEST.</p>								
COORDINATION:						<p style="font-size: 1.2em;">APR 21 12 50</p>		
AFCIN-4E4		<u>H. H. Moley</u>		DATE <u>3/22/59</u>				
for		Col Glaser						
AFCIN-4E		<u>W. H. Gilbert</u>		DATE <u>4/3/59</u>				
for		Col Gilbert						
SYMBOL				SIGNATURE				
AFCIN-4E4g				<u>Mary C. Markovich</u>				
TYPED NAME AND TITLE (Signature, if required)				TYPED (or stamped) NAME AND TITLE				
MAJ ROBERT J. FRIEND				MARY C. MARKOVICH				
PHONE 69216		PAGE NR. 1	NR. OF PAGES 1	1st Lt., USAF				
SECURITY CLASSIFICATION				Assistant Administrative Officer				
UNCLASSIFIED								

CLASSIFICATION UNCLASSIFIED

COUNTRY OF ACTIVITY REPORTING USA	REPORT NO. D5-1-59	(Leave blank)
AIR INTELLIGENCE INFORMATION REPORT		
COUNTRY OR AREA REPORT CONCERNS USA - CANADA	DATE OF INFORMATION 26 Mar 59 Zulu	
ACTIVITY SUBMITTING REPORT Det 5, 1006th AISS Geiger Field, Spokane, Washington	DATE OF COLLECTION 31 Mar 59	SRI STATUS (If applicable) SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL URBAN A. FEERO, JR., CAPT, USAF	DATE OF REPORT 2 Apr 59	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE B-52 Crew, 325th Bomb Squadron Fairchild AFB, Washington	EVALUATION A-1	SRI NO. ACTIVE ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

AFR 200-2, AFR 200-2A, 1006th AISS Supplement 1 to AFR 200-2

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. SUMMARY: This report contains information about an Unidentified Flying Object (UFO) observation on 26 March 1959 Zulu. The observation was made by a B-52 aircraft commander and his crew while flying on a HEADSTART II type mission. The B-52 aircraft was flying at 32,000 ft on a southerly heading when contrails were sighted slightly above and to the west of the B-52. The contrails proceeded northward and out of sight. Within a short period of time (approximately four (4) minutes), the tail gunner picked up an object on his scope. The object was also detected by the Electronics Warfare Officer (EWO) and two (2) radar frequencies were determined as being utilized by the UFO. The UFO was maintained on the MB-9 scope for approximately one (1) hour at ranges of 8,000 to 15,000 yards. A ground GCI station was notified upon initial contact with the UFO and an F-89 Interceptor was launched at the time UFO penetrated Northern ADIZ. Soon after tail gunner picked up F-89 on scope, the UFO moved off to the rear of the scope and disappeared.

II. DISTRIBUTION: USAF only.

III. INTERVIEWERS: CAPTAIN ARNOLD F. VON MARBOD, A0937080
FIRST LIEUTENANT DELLE L. FERRIS, 32187A

Urban A Feero Jr
URBAN A. FEERO, JR.
Captain, USAF
Preparing Officer

INCLS

Classification Control
By *Quintanilla*
Date *23 Mar 59*
AFR 2054, Page 172
23 Mar 59

APPROVED:

John W. Gendron
JOHN W. GENDRON
Colonel, USAF
Commander

DISTRIBUTION BY ORIGINATOR (Except USAF and file. Indicate Dupl M/oz and copies w/o inclosures, if applicable)

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1006th AISS - Dupl.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 5, 1006th AISS
Geiger Field, Spokane, Wash.

REPORT NO.

D5-1-59

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UNIDENTIFIED FLYING OBJECT

I. DESCRIPTION OF SOURCE: The crew of the B-52, call sign, "OUTCOME 15".

II. RELIABILITY OF SOURCE: All the crew members of "OUTCOME 15" appeared to be highly observant, well trained in their duties and very intelligent in their specific fields. They made no suppositions and for the most part answered questions based only on the findings of their electronics gear where applicable.

III. UNIDENTIFIED FLYING OBJECT

1. The following named crew members of "OUTCOME 15" were interviewed at FAIRCHILD AIR FORCE BASE (4737N-11737W), WASHINGTON, on 31 March 1959.

CAPT JACKSON, JOHN W.	A0815489	Aircraft Commander
CAPT BECK, RAY H.	A0806389	Co-pilot
MAJ PAGE, WALDO M.	22602A	Navigator
CAPT FERRIAN, ROBERT J.	45131A	Radar
1/LT MILLARD, ROBERT J.	54284A	EWO
TSGT COBBS, JOE (NMI)	AF18335234	Tail Gunner

2. "OUTCOME 15" was participating in a HEADSTART II MISSION and after flying north to 5620N-10420W, turned to a southerly heading. Position reports were made to SASKATOON RADIO (5200N-10645W).

3. At 023626Z "OUTCOME 15" was flying at 32,000 ft, position 5100N-10800W, under VFR conditions. An object, trailing intermittent, thin and non-persistent contrails and believed to be an aircraft, was sighted in the two (2) o'clock position flying in a northerly direction. In contrast, "OUTCOME 15" was laying readily visible and persistent contrails even though it appeared that the object was at a higher altitude. The contrail patterns left by the object gave no clue to the number of engines. The path of the object was in the after-glow of the sunset and no lights were discernible. The tail gunner observed, that the object continued in a northerly direction with slight variations in its flight path until it was in a direct rear-line flight, and then the object disappeared.

4. At 024126Z the tail gunner made the first electronic contact with an object on the scope of a MB-9. At this time "OUTCOME 15" was flying at a true airspeed of 375 kts and the object was following at 8,000 yards.

5. "OUTCOME 15" called "CANADIAN CLUB" CONTROL CENTER (4731N-11110W) at 0245Z and reported that an object was trailing them. "CANADIAN CLUB" stated that they would launch an interceptor if the object was still with them when they penetrated the NORTHERN ADIZ to the states. As "OUTCOME 15" passed SWIFT CURRENT RADIO (5030N-10800W), SWIFT CURRENT RADIO was queried whether or not a fighter was in the area. The reply was affirmative, however, the fighter was east of SWIFT CURRENT.

6. The EWO detected the object on the nose-tail warning system (AN/AP354) soon after notification by the tail gunner, and at 0306Z detected the object on the AN-APR-9. The object was determined to have radar operating on 9135 megacycles. The object's radar never locked on "OUTCOME 15" but just kept sweeping with approximately one (1) second sweep frequency. The frequency tended to oscillate from one (1) sweep to the next but still maintained the 9135 megacycles. The EWO maintained contact with object for approximately twenty (20) minutes. The EWO then dialed to search other bands and when he returned to 9135 megacycles, the object was gone.

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UNCLASSIFIED
SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 5, 1006th AISS
Geiger Field, Spokane, Wash.

REPORT NO.

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7. Near HAVRE (4830N-11000W) MONTANA, "OUTCOME 15" changed course from a southerly heading to a westerly heading. The airspeed was increased from 375 kts to 420 kts and the altitude decreased from 32,000 ft to 31,000 ft in order to facilitate a refueling near CUTBANK (4835N-11340W) MONTANA. At this time, the tail gunner observed on the MB-9, that the object had fallen back to 15,000 yards. The object then pulled up to 10,000 yards, paused momentarily, then closed to 8,000 yards.

8. "OUTCOME 15" passed CUTBANK, MONTANA at 0326Z and began final closure with the tanker for a rendezvous at approximately 0337Z.

9. At 0336Z the EWO again made contact with the object but on 9130 megacycles. Contact was maintained for a period of about five (5) minutes, then it was permanently lost. The object's Pulse Re-occurrence Frequency was estimated to be 2500.

10. It was during this period of time, as "OUTCOME 15" was closing with the tanker, that the tail gunner observed the F-89 approaching the object on the scope. The F-89 was at 6,000 yards and the object was at 8,000 yards when the object turned to the rear and disappeared. It was difficult for the tail gunner to follow the activity from this point on as "OUTCOME 15" was turning on to the tanker. Up to this point the tail gunner had maintained continuous contact with the object. The tail gunner believed the object created a larger return on the scope of the MB-9 than was normal for a fighter. During the period time that both the object and the F-89 were painted on the MB-9, the object was giving a larger return than the F-89.

11. Throughout the encounter with the object, "OUTCOME 15" was squawking Mode 1 on IFF.

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CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING USA	REPORT NO. D5-2-59	UNCLASSIFIED (Leave blank)	
AIR INTELLIGENCE INFORMATION REPORT			
COUNTRY OR AREA REPORT CONCERNS USA - CANADA	DATE OF INFORMATION 26 Mar 59 Zulu		
ACTIVITY SUBMITTING REPORT Det 5, 1006th AISS Geiger Field, Spokane, Washington	DATE OF COLLECTION 31 Mar 59	SRI STATUS (If applicable)	
PREPARING INDIVIDUAL URBAN A. FEERO, JR., CAPT. USAF	DATE OF REPORT 2 Apr 59	SRI NO.	CANCELED/COMPLETE
NAME OR DESCRIPTION OF SOURCE F-89J Crew, 29th FIS Duty GCI Director, 801st AC&W Sq Malmstrom AFB, Montana	EVALUATION B - 2	SRI NO.	CANCELED/INCOMPLETE
REFERENCES (BAIR Subject, previous reports, etc., as applicable)			
AFR 200-2, AFR 200-2A, 1006th AISS Supplement 1 to AFR 200-2, D5-1-59			
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)			
<p>I. <u>SUMMARY</u>: This report contains information about an Unidentified Flying Object (UFO) observation on 26 March 1959 Zulu. The observation was made by an F-89J pilot and radar observer during a "SCRAMBLE" from MALMSTROM AIR FORCE BASE (4731N-1111W), MONTANA. A visual observation was made by the pilot for a period of approximately ten (10) minutes and also by the radar observer, although intermittently, for approximately the same length of time. Observations were made from an estimated range of four (4) to thirty (30) miles. An MG-12 Fire Control System was utilized on ground navigation range with identification of a B-52 aircraft and a tanker type aircraft. The radar was switched from normal (range of thirty (30) miles) to ground (range of 200 miles) resulting in negative contact with the object. After the visual sighting was made by the F-89J crew, it was assumed that the object observed the F-89J because at this time the object made an eighty (80) degree right turn and climbed, at speeds greater than the capability of the F-89J, and disappeared into the horizon.</p> <p>II. <u>DISTRIBUTION</u>: USAF only.</p> <p>III. <u>INTERVIEWER</u>: STAFF SERGEANT WALTER D. PAHL, AFL7303928</p>			
INCLS		APPROVED:	
<p>Director, CD Headquarters AFR 200-2, Par 217a 25 Jan 68</p>		<p>Urban A Feero Jr URBAN A. FEERO, JR. Captain, USAF Preparing Officer</p>	
DISTRIBUTION BY ORIGINATOR (Except USAF and file. Indicate Dupl M/oz and copies w/o inclosures, if applicable)			
Headquarters, ATIC - Orig. 1006th AISS - Dupl.			
WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.			

AF FORM 112 REPLACES AF FORM 112
 15 SEP 54
 1006th AISS Classified
 Document Log # 590013-446A

CLASSIFICATION

Doc. # 59-063
 315475

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 5, 1006th AISS
Geiger Field, Spokane, Wash.

REPORT NO.

D5-2-59

PAGE 2 OF 4 PAGES

UNIDENTIFIED FLYING OBJECT

I. DESCRIPTION OF SOURCE: The crew of the F-89J, call sign, "BOARDPIPE 27".

II. RELIABILITY OF SOURCE: The pilot and radar observer appeared to be well trained for their respective duties. Excellent coordination was demonstrated between the F-89J crew and the GCI controller. It must be noted that an interceptor crew maintains very few records during flight and for this reason the times and locations mentioned within this report are estimates or position reports from the GCI controllers log. Both officers were sincere in answering questions and did not make hasty estimates where a possibility of error existed.

III. UNIDENTIFIED FLYING OBJECT

1. The following named crew members of "BOARDPIPE 27" were interviewed at MALMSTROM AIR FORCE BASE, MONTANA on 31 March 1959.

<u>NAME</u>	<u>RANK</u>	<u>AFSN</u>	<u>RATING</u>	<u>HOURS</u>	<u>EXPERIENCE</u>
BOND, AUSTIN R.	1/Lt	A03080494	Pilot	580	33 Months
ABERNATHY, CHARLES C. JR.	1/Lt	A03067393	Radar Observer	425	31 Months

2. The following named Duty GCI Controller ("CANADIAN CLUB") was interviewed at MALMSTROM AIR FORCE BASE, MONTANA on 31 March 1959.

<u>NAME</u>	<u>RANK</u>	<u>AFSN</u>	<u>RATING</u>	<u>HOURS</u>	<u>EXPERIENCE</u>
MURRAY, RONALD S.	1/Lt	27358A	Pilot GCI Director	475	31 Months 4 Months

3. "BOARDPIPE 27" was participating in a "SCRAMBLE" in an effort to identify an object apparently trailing a B-52 into the NORTHERN ADIZ. This "SCRAMBLE" was directed by "CANADIAN CLUB" (4731N-11110W) on 26 March 1959 Zulu with the following events occurring in chronological order.

0258Z "CANADIAN CLUB" received a call from a B-52, call sign "OUTCOME 15", stating that an object had been behind him for the past fifteen (15) minutes without any identification. "OUTCOME 15" was advised to call "CANADIAN CLUB" if object continued to follow him into the NORTHERN ADIZ.

0304Z "OUTCOME 15" informed "CANADIAN CLUB" that the object had followed him through the NORTHERN ADIZ. Object was at 32,000 ft with an estimated speed of 410 kts.

0305Z "CANADIAN CLUB" was unable to locate the object on radar. A "SCRAMBLE" of "BOARDPIPE 27" to 32,000 ft with a heading of 360 degrees was ordered.

0310Z "BOARDPIPE 27" airborne.

0311Z "CANADIAN CLUB" called "JESSE" GCI (4850N-10955W) in regards to aircraft in the area. "JESSE" operating a FPS-8 type radar, with one scope in operation, reported negative aircraft.

0313Z Radar observer on "BOARDPIPE 27" during climb out, picked up an aircraft landing at MALMSTROM AIR FORCE BASE, MONTANA on his scope.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Det 5, 1006th AISS
Geiger Field, Spokane, Wash.

REPORT NO.

D5-2-59

PAGE 3 OF 4 PAGES

- 0315Z "BOARDPIPE 27" reported at 30,000 ft, heading 360 degrees, at a speed of .78 mach. "CANADIAN CLUB" advised "BOARDPIPE 27" to change heading to 350 degrees for a sixty (60) degree beam attack.
- 0319Z Radar observer on "BOARDPIPE 27" using ground range, made radar contact with "OUTCOME 15" and a refueling tanker at approximately fifty-five (55) miles. As the object was to rear of B-52, the radar observer changed to normal range radar in an attempt to locate the object.
- 0321Z "OUTCOME 15" reported to "CANADIAN CLUB" that "BOARDPIPE 27" was at sixty (60) degrees astern of tail.
- 0324Z "OUTCOME 15" reported to "CANADIAN CLUB" that "BOARDPIPE 27" and the object were merging on the radar scope at a range of 8,000 yards.
- 0325Z "CANADIAN CLUB" relayed to "BOARDPIPE 27" that he and the object were merging on the scope of "OUTCOME 15".
- 0326Z Pilot of "BOARDPIPE 27" reported visual contact with the object noting the following:
- Object was forty (40) degrees right at approximately twenty (20) miles.
 - Red and green blinking running lights. These lights were estimated to be thirty (30) to forty (40) feet apart.
 - A steady white light assumed to be the tail light was seen between the red and green running lights. This light appeared to be slightly to the rear of the red and green running lights.
 - Arrangement of the observed lights indicated to the pilot of "BOARDPIPE 27" that the object was delta or of swept wing type.
- 0326Z "CANADIAN CLUB" gave "BOARDPIPE 27" permission to make his identification run. "CANADIAN CLUB" also reported negative radar contact with the object. "BOARDPIPE 27" reduced speed to avoid overrunning the object. At this time "BOARDPIPE 27" traveling at .78 mach, heading of 310 degrees, at an altitude of 30,500 ft, had running lights displayed and was estimated at 4820N-11240W.
- 0328Z The pilot of "BOARDPIPE 27" estimated he had closed to four (4) miles of the object. It is assumed that the object observed "BOARDPIPE 27" as the object changed heading of 270 degrees to 350 degrees and increased speed and began to climb. "BOARDPIPE 27" changed heading to 350 degrees and increased to maximum speed.
- 0329Z Radar observer of "BOARDPIPE 27" observed a white pink glow believed to be the tailpipe of an afterburner of a jet. From the position of the radar observer, no sighting of the running lights was made.
- 0330Z The pilot of "BOARDPIPE 27", heading at 350 degrees, estimated object to be five (5) degrees in elevation at a range of approximately thirty (30) miles on a heading of 350 degrees.
- 0332Z Pilot of "BOARDPIPE 27" gave chase to the limits of the F-89J (43,500 ft at a speed of .84 mach) with the object steadily pulling away.

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SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Det 5, 1006th AISS Geiger Field, Spokane, Wash.	REPORT NO. D5-2-59	PAGE 4 OF 4 PAGES
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- 0342Z "CANADIAN CLUB" advised "BOARDPIPE 27" to break off pursuit as the object had disappeared from sight. Position of "BOARDPIPE 27" was 4950N-11300W.
- 0352Z "BOARDPIPE 27" overheard the following garbled message from CALGARY RADIO (5107N-11401W): "CALGARY _____ ADVISES _____ (Numbers) _____ TO CHANGE TO CHANNEL _____."
- 0402Z "BOARDPIPE 27" overheard the following message transmitted in the blind: "CALGARY RADIO AND ALL FACILITIES GOING OFF THE AIR UNTIL FURTHER NOTICE".
- 0417Z "BOARDPIPE 27" landed at MALMSTROM AIR FORCE BASE, MONTANA without making radar contact with object.

4. COMMENTS OF INTERVIEWING OFFICIAL: The MG-12 Fire Control System (F-89J) did not have any radar contacts after 0319Z 26 March 1959. An attempt by "CANADIAN CLUB" to check the MG-12 radar on the return flight proved fruitless as no other aircraft were in the area. The day following the sighting, the MG-12 radar was checked and found to be out of calibration. The Communications and Electronics Officer at the 801st Aircraft Control and Warning Squadron, MALMSTROM AIR FORCE BASE, MONTANA, stated that during this particular time of the year, with certain weather conditions, the FPS-20 GCI radar has been known to give false or no information on the scope. The Duty GCI Director of "CANADIAN CLUB" stated that he contacted the EDMONTON (CANADA) MOVEMENTS AND IDENTIFICATION CENTER concerning traffic airborne from 0315Z to 0415Z 26 March 1959. The MOVEMENTS AND IDENTIFICATION CENTER reported no aircraft in the area at that time. It is the belief of the Interviewing Official that this was an aircraft of some type, based on the report by the pilot and radar observer of the F-89J.

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AFCIN-4E4G/Maj Friend/ac
69216
Typed 30 July 59

AFCIN-4E4G

(U) Analysis of UFO Report

4 AUG 1959

Headquarters, Air Defense Command
Ent Air Force Base
ATTN: ADODI
Colorado Springs, Colorado

1. Reference your secret letter dated 20 April 1959, requesting this Center's analysis of UFO report from 801st ACWRON. The following is the analysis made by the electronics branch, ATIC:

a. Subject UFO appears to have attributes of a normal aircraft, both in speed and maneuverability. There is no information in the report which would indicate any other type of airborne vehicle such as a balloon. Neither does the information indicate anomalous propagation, weather phenomena, or equipment malfunction.

b. From the information given in the report, it appears that the radar tracks observed could have been caused by an unidentified aircraft. There seems to be a definite correlation between visual and radar observations, which discounts the idea of false targets.

c. Some of the comments in your letter of 20 April 1959, concerning radar reflection from jet engines and the properties of radar absorbing materials are true. However, there is not sufficient factual data to indicate that the target observed was anything other than a normal aircraft target.

FOR THE COMMANDER:

m post
GORDON C. HOFFMAN
Colonel, USAF
Asstg. Deputy for Sciences and Components

DOWNING AND...
DECLASSIFIED...

COORDINATION:

Robert Friend Maj 30 Jul 59 AFCIN 4E4G
Richard R. Shoop Col. 3 Aug 59 AFCIN 4E4G

Director TDP
Quantum
AFR 205-1, Par 2-7a
2 Jan 68

UNCL



HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE, COLORADO

UNCLASSIFIED

2220

TEL: MELROSE 2-5511
EXT ADODI-B

ADODI-B

20 APR 1959

SUBJECT: (U) Analysis of UFO Report

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

Classification: UNCLASSIFIED
Date: 25 Jan 68
AFR 2054, Para 247a

1. Your attention is invited to SECRET message from 801st ACWRON dated 23 March 1959, Cite No. OPS 1314. The analysis, comments and questions raised by various staff agencies at this headquarters are forwarded for your information and review.

a. "A theory held by personnel of this Directorate is that the UFO could have been an aircraft with radar absorbent paint. Due to the aircraft's position in relation to the B-52, jet engines could have given the radar return which was picked up by the B-52." (ADC Intelligence comment)

b. "Consideration should be given to Canadian CF-100 or U.S. U-2. Either aircraft should have reflected well on the FPS-20 at SM-147 unless the power out-put was well below normal." (ADC Operations comment)

c. "The development of radar absorbent materials has been going on for a number of years with only limited success. As of 1957, a honey-comb material showed the greatest promise. This material can be used as a coating or, in some cases, as part of the structure to be camouflaged. However, it is only effective from 2500 to 13,000 megacycles and at the lower frequency the required thickness becomes prohibitive (one inch). To go down to 1300 MCs the thickness must be increased by a factor of two. The thicker material is ill-adapted to complex shapes and cannot be flown at high mach or through weather.

"Since the UFO demonstrated a high performance and was painted by a high frequency radar, some doubt is cast on the creditability of the radar absorbent

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2 2

UNCLASSIFIED
AFCIN-4E4g/Maj Friend/ac

69216/Bldg 263

Typed 29 Apr 59

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

FILE CLASS: _____

AFCIN-4E

1st Ind.

1 MAY 1959 OFFICIAL FILE COPY

ROUTING	COORDINATION
AFCIN-4	Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio
AFCIN-4X2b	Hqs., Air Defense Command, Ent Air Force Base, ATTN: ADODI, Colorado Springs, Colo.
AFCIN-4X2c	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.
AFCIN-4X3	FOR THE COMMANDER:
AFCIN-4X4	
AFCIN-4X5	
AFCIN-4A	
AFCIN-4B	
AFCIN-4C	
AFCIN-4D	
AFCIN-4E	
AFCIN-4F	
OTHERS	

FOR THE COMMANDER:

M Post 30 Apr 59
H. K. GILBERT
Colonel, USAF
Deputy for Sciences
and Components

Classification Cancelled
(or changed)
Auth: _____
By: *Diageto/TDP*
Quintanilla
Date: 5 MAY 1959
AFR 2054/Par 2-7a
2 Jan 68

DO NOT REPRODUCE
OR DISSEMINATE

UNCLASSIFIED

PERM	
TEMP	
90 DAYS	
INITIAL	

Page 1 of 4
Cys 3 of 4 Cys

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UNCLASSIFIED

ADODI-B, Hq ADC, Subj: (U) Analysis of UFO Report

theory. There is, however, the possibility that a major break-through has been made in the field of radar absorbent materials since 1957. The returns to the high-frequency radar could then have been due to frequency sensitive materials having been used or merely returns from uncoated portions of the aircraft - such as the inside of the engine nacelles.

"Reference basic message. Answers to these additional questions would be most helpful to a complete analysis.

(1) Did the FPS-20 "skin-paint" the F-39 during the identification interception?

(2) Did the ground radar site attempt to paint the UFO by means of their FPS-6 height finder? Results?

(3) Did the F-39 paint the UFO on its fire control radar?

(4) Were other FPS-20 radars in the area contacted for possible track information?" (ADC Communications and Electronics comment)

2. In view of the fact that this sighting suggests a possibility of a different type of threat to the Continental United States, request this Headquarters, ATTN: ADODI, be advised of your final analysis regarding this sighting.

FOR THE COMMANDER:

DOUGLASS W. EISEMAN
Colonel, USAF
Director of Intelligence

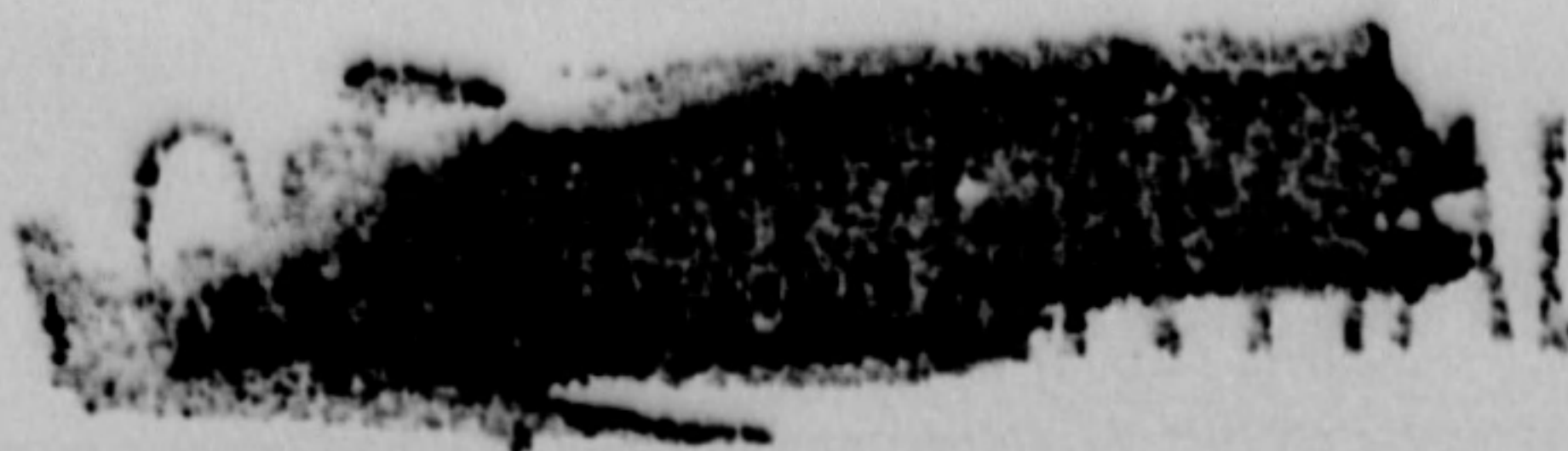
2

UNCLASSIFIED

[REDACTED]

2 2
2 2

[REDACTED]


SUBJECT: Request for Evaluation

TO: AFCIN-4E4

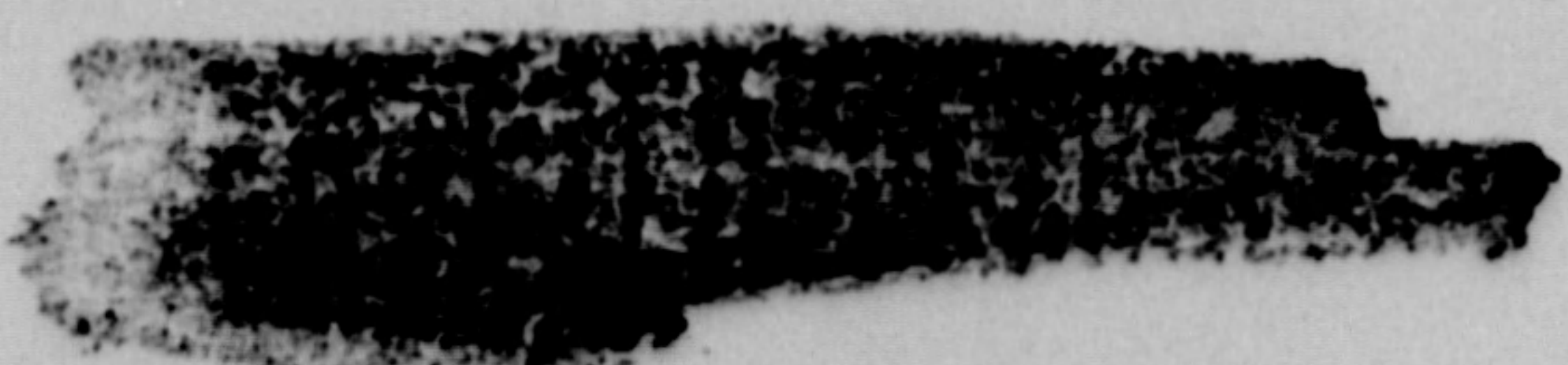
FROM: AFCIN-4E1

DATE: 13 May 1993 *W. L. Picklesimer* COMMENT NR. 2
AFCIN-4E1a/W. L. Picklesimer/jc
74201/Bldg 828/Rm 241

Subject UFO appears to have attributes of a normal aircraft both in speed and maneuverability. There is no information in the report which would indicate any other type of airborne vehicle such as a balloon. Neither does the information indicate anomolous propagation, weather phenomena, or equipment malfunction. Hence, no satisfactory explanation can be offered from a radar equipment standpoint.

Incl
w/d

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





AIR TECHNICAL INTELLIGENCE CENTER
 UNITED STATES AIR FORCE
 WRIGHT-PATTERSON AIR FORCE BASE
 OHIO

REPLY TO
 ATTN OF: *123* AFCIN-4E1a/Mr. Bryant/jc/74201

SUBJECT: (U) Analysis of UFO Report

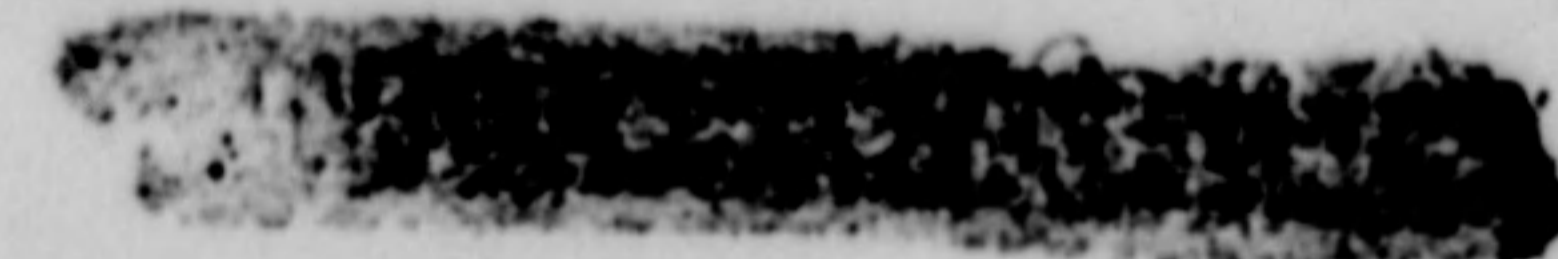
23 Jun 59

TO: AFCIN-4E4g
 Attn: Maj. Friend

Reference is made to the additional data included in the Air Defense Command letter of 20 April 1959. Some of the comments made with respect to radar reflection from jet engines and the properties of radar absorbing materials are true. However, there is not sufficient factual data to justify changing the original estimate that from the data available the target had all the appearances of being a normal aircraft target.

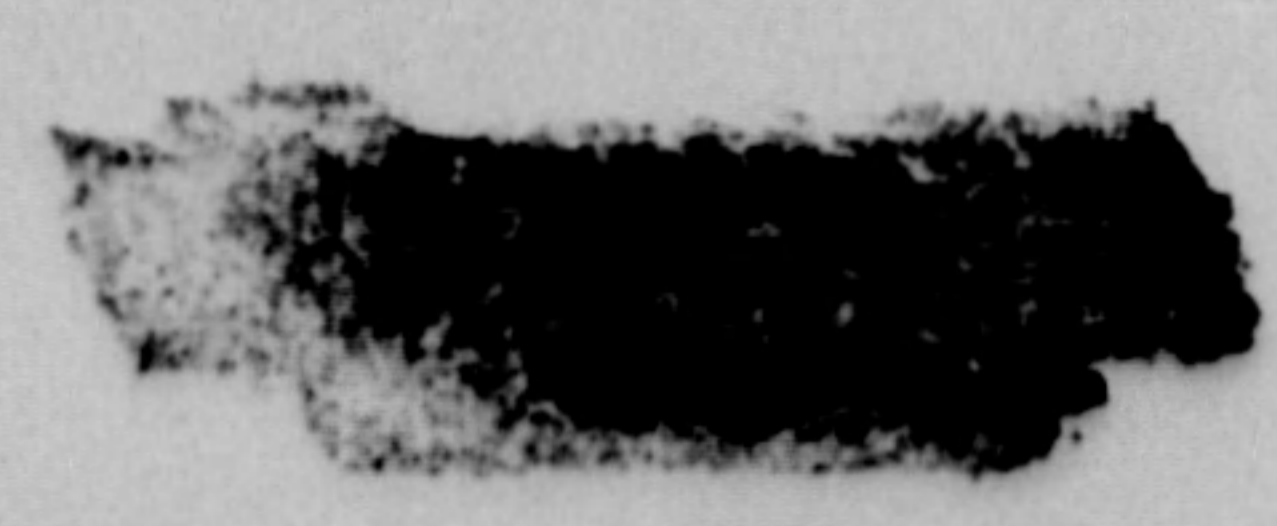
for *R. J. James*
 GORDON C. HOFFMAN
 Colonel, USAF
 AFCIN-4E1

Page 1 of 1 Pages
 Cy 1 of 4 Cys



Received by TDP
Quantico
 MAY 1969
 BFR 205-1, for 2-179
 25 Jan 68

FORMERLY CONFIDENTIAL



SUBJECT: UFO Reports

TO: AFCIN-4E4g
ATTN: Major Friend

FROM: AFCIN-4E1

DATE: 26 May 1959 COMMENT NR. 1
AFCIN-4E1a/W. D. Picklesimer/jc
74201/Bldg 828/Rm 241

From the information given in the attached UFO reports it appears that the radar tracks observed could have been caused by an unidentified aircraft. There seems to be a definite correlation between visual and radar observations, which discounts the idea of false targets.

3 Incls

1. Msg dtd 28 Mar 59,
T59-8711, (2-10p) Cy 1 & 2
2. T59-12627, IR D5-1-59
3. T59-12628, IR D5-2-59

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

Page 1 of 1 Pages
Cy 1 of 4 Cys

Director, DP
Guantanamo
APR 20 1959
2 Jan 8