

Sign Oral History Project

Oral History Interview with Bradford Runyon, Jr. (USAF, Captain, ret.)

B-52 Co-pilot, 5th Bombardment Wing,
Minot AFB, ND, 24 October 1968

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Interviewers: Thomas Tulien and Jan Aldrich

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Thomas Tulien

Sign Oral History Project

Note: Runyan's UFO drawing, CUFOS *UFO Sighting Questionnaire* (2-pages), and Haines *Aerial Sighting Report* (6-pages) are appended.

BR: Brad Runyon

INT: Tom Tulien and Jan Aldrich

BR: —very exciting meeting one of those up in the air. You know, not knowing about it.

INT: Okay. I think I'm ready.

INT: We're guessing you must have gone into the Air Force in 1955 or something—

BR: No. Okay, I graduated from High School in '60, and college in '65 and I went in right after that.

- INT: Oh, because you were flying for 13 years.
- BR: Yeah, well no. I think that was Major Partin. I was only in for 7 years.
- [At this time we had mistaken an AF Form 117 sighting report form submitted by Major Partin, as having been submitted by Brad Runyon. It is not until later in the interview that we clarify this confusion -TMT].
- INT: Okay, so just sort of give us some background—some early history.
- BR: Okay, so anyway, actually Minot was my first B-52 assignment, and then from there I went to Carswell in Texas before going over to Viet Nam—had two tours over there.
- INT: Where'd you do your training?
- BR: At Del Rio, Texas and Laughlin Air Force Base was my initial training, and so then B-52 school—Castle in California.
- INT: Okay, I got to pause here—could you start that over? Sorry.
- BR: Okay. Well, anyway after graduating college at the University of Florida, then I went to pilot training at Del Rio in Texas, graduated there and went to B-52 school in Castle Air Force Base, California.
- INT: Okay. So it was a school specifically for B-52's?
- BR: Yes, it was for B-52's, and so my first assignment was at Minot Air Force Base in the B-52 H, which was our newest B-52 at that time, which still is our newest B-52.
- INT: And the H refers to what?
- BR: Uh, just the model. They start out with the experimental B-52 A and then B and then the C's—B-52 C's were the first combat aircraft that they had. Then they had the D's, E's, F's, G's and H's.
- INT: Okay, yeah. We were wondering—I think Bernard thought it was an instructor's plane. That's not true?
- BR: No. The first planes, you know, had a tall tail—a 48-foot high tail and oh, flexible wings—wing tips would go up and down 33 feet. Well then they went to the G model and shortened the tail by a few feet and stiffened the wing and it would only go up and 31 feet, which—that's more scary, you know just see your wing tip going up and down 30 feet when you're flying, and so then on the G model they brought the tail gunner forward,

put a camera in the tail. Well, so at Minot we had the H model, which was built in 1960 and it was their newest plane. Well they put different engines, a whole lot more powerful engines than the other planes had and a gunner still up front but this time he doesn't have a camera, so if you go to war, you just—he just sets the gun so if anything comes in the firing range they just automatically fire. So you know, we didn't have a camera or a gunner in the back of the airplane to look out for us in that direction.

INT: Yeah. So you only had a camera for the radarscope?

BR: Yes. Plus we have our Bombay cameras so, whenever we drop bombs why we can see their impact, and so forth.

INT: So you were first stationed at Minot—what year was that?

BR: Oh, I guess '67. Late '66 or 7.

INT: Okay.

BR: Yeah.

INT: And what were you doing there?

BR: I was co-pilot initially and—

INT: Instructor or?

BR: Okay, well after I was there for a while then they selected me for the standardization evaluation unit, which is—we gave the check rides for other aircrews at our base, so I was an instructor co-pilot at that time.

INT: And why were the B-52's stationed at Minot?

BR: Well this is during the Cold War and then we had nuclear weapons on them so we were—well we had a certain number on alert at all times, and, you know, and different times then we had 'em on alert in the air loaded with nuclear bombs.

INT: So the concern was coming out of—

BR: Out of Russia over the North Pole.

INT: You were tied in with that whole northern tier.

BR: Yes, uh-huh.

INT: I mean, there was a lot of activity in the '70's at those facilities. I mean UFO-type activity.

BR: Oh, okay.

INT: Where do we go now? So you'd been there a year before this incident occurred?

BR: Probably about 2 years, because I'd been in Stanboard for a while, and you don't just start out in Stanboard.

INT: Stanboard? What exactly does that mean?

BR: Standardization Evaluation [Board]. You want all the crews to be standardized in all their activity they do in their plane, and then we evaluate 'em—make so, you know, instead of having one crew that can only work with one crew then you can take a member from another crew and they'll—all crew members are interchangeable that way.

INT: Now before this incident happened, were there any other—

BR: Well, none that I was involved in. Yeah, well there was just talk, you know, of tales in the area from things that happened, but nothing that I personally knew about.

INT: You hadn't heard about many previous other—there was an incident in '67 at Minot, wasn't there? You didn't know about it?

BR: No, I really didn't, and unless it was in the newspaper, but no one would tell us. Just like after our incident, why I have no idea what Major Partin, who was the pilot in the airplane at the time—I have no idea what he said and—or what anyone else said. Just what I was told, you know, in the debriefing afterwards.

INT: So you guys didn't talk about it?

BR: No, we never talked about it. Matter of fact I never talked about it at all until many years later. For one thing I have a son who's in the Air Force. He's a major now and didn't want to do anything to jeopardize his career.

INT: Were you under a security order?

BR: No, it was more implied than anything.

INT: Yeah. Of course.

- BR: Yeah. Yeah like they just—it was mentioned—the fines and penalties, you know if anything was said that shouldn't be said.
- INT: Okay. Why don't we talk about the sighting itself, which was 24th of October—
- BR: Of '68. Well, we'd been flying for 10 hours at this time—
- INT: What was your route at that time?
- BR: Well, it was just a typical training mission. We take off and air re-fuel, do a high altitude navigation training for the navigators and low-level route in the—oh, just air work, and then usually come back into a few touch and go landings. But, in 10 hours, you know, we'd fly all over the United States, Canada and so on.
- INT: Okay. And that was your regular routine now?
- BR: Yes, just a regular routine.
- INT: I mean, were you doing that every day, or—
- BR: Well some planes were doing it everyday, but my typical routine would be to spend, oh, a week on nuclear alert, then have 4 days off after being there for 7 days, and then fly twice during the week, and then go on alert for another week and then fly two or three times again. So basically, we were on alert more than anything.
- INT: Were you carrying weapons?
- BR: At the time of this incident?
- INT: Well, during your missions. Was that a normal routine?
- BR: Okay. Part of the time we were carrying weapons and part of the planes were always on nuclear alert, loaded with weapons, and this particular airplane that I was flying was a FSAGA, which was the First Sortie After Ground Alert, but I think nuclear weapons had been downloaded before we went on this training mission. But they weren't always, but we accidentally lost so many nuclear bombs on the United States that, you know, they started taking 'em off the planes.
- INT: During your time there, was there ever an incident where there was an apparent breach?

BR: No. Well, you were mentioning about security. One time one of our gunners accidentally stepped on the red line in front of a nuclear loaded B-52 and just by stepping on the line, not even going across it, you know, he was escorted at gun point well, back to interrogation and so forth, but anyway he got frost bite and all he did was go to step on a line.

INT: Oh yeah.

BR: Yeah that's serious. Yes.

INT: Okay, so let's talk about your sighting. Let's get back to talking about that. So you'd been up 10 hours—

BR: Yes.

INT: —coming back into Minot at that time?

BR: Right. I really can't remember whether we had just been in the area or whether we had come back from a bomb run someplace or whatever, but yeah, we had been out for 10 hours and well, we came in—I was at 20,000 feet and being the co-pilot I handled the radios, so I requested permission to make a penetration to land and so when I did this, why the controllers came back and said that they would like me to check on something if I wouldn't mind. I said, "Well, I've been flying for 10 hours, but if it's important I'll go check on it," and they said, "Well, we think it's important," so I said, "Alright, give me a vector," and so they pointed me in a certain direction and we started flying out there and I got to thinking, pilot, what am I looking for? So I called and I said, "What is it that I'm looking for?" And they said, "Well, you'll know it if you find it." That sort of got our curiosity up. So anyway a few minutes later my navigator said, "Pilot," he said, "we have something coming towards us," he says, "And it's coming fast," and then the radar navigator said, it's coming so fast that it can't avoid us and we were all ready to—ready for impact and so anyway, his voice really came up real high and you know, we thought we were going to be hit. And of course he's filming his radar scope at this time and so uh, you know, after, well, the next day they checked his film and with the clocks and everything around the scope they determined the object was coming at roughly 3,000 miles per hour and then it just stopped dead off the right wing or off the tail, being in the right seat.

INT: From what direction did it approach?

BR: I'm not positive, but I remember looking back to my—

INT: You didn't see it out of your windshield?

BR: No. All I could see was a real heavy haze right where the thing should have been and I couldn't—but I thought it came from our right rear and so it was approaching us from behind and from the right. Well, so the navigator said, you know, it's stopped right there and you know, just off our tail, off the right side of the airplane, and so I'm looking around trying to find it 'cause all I can see is just a haze right there and I couldn't see anything visually at that time. But, then our radios went out that time and we couldn't talk to the ground or anything, so it just stayed there for a few minutes, few seconds. We're just flying along, same heading. And so then—

INT: Let me ask you one more question. I don't know if you can determine this—it approached and dead stopped or it decelerated?

BR: No, it stopped dead because—

INT: Dead?

BR: Yes. Yeah.

INT: I mean that must have been curious to the radar operator.

BR: Oh it scared him to death. I mean they were getting ready to eject.

INT: And how did he know it came up at 3,000?

BR: Okay, well they—he just knew it was coming fast, but he has clocks all around his scope and everything is timed and filmed and when they develop the film or check the film the next day then the bomb nav department said that was the speed.

INT: 3,000 miles per hour?

BR: Uh-huh. Yeah.

INT: And dead stopped?

BR: Well, it decelerated to the same speed that we were, which was 4, or 5, 600 miles per hour.

INT: But the point is it could have decelerated to your speed without the radar operator having seen it? You follow?

BR: Okay.

INT: I'm saying it's hard to believe that that thing just 'Whoom!' and hit your speed.

BR: Right. Yeah, that's true.

INT: Would he have missed that deceleration?

BR: No, 'cause it was—it just came too fast and you know, they were watching it and, anyway they probably—it wasn't going to slow down at all, then all of a sudden it just stopped right there and stayed right with us at this same spot.

INT: They were prepared to eject—

BR: Yeah. Yeah they were. And we were too.

INT: Oh, from the plane?

BR: Yeah right, we thought it was going to impact us.

INT: So from the first time that he saw the object, how long did it take for it to get up next to you?

BR: It was a matter of seconds, but I just don't know.

INT: Yeah, but he didn't watch it for a couple of minutes and then...

BR: No.

INT: It was just coming at you—

BR: Yes, uh-huh.

INT: So it came into the radar range and he saw it?

BR: Yeah. Of course I'm not sure what he had his radar scope set for—what range, but you know, they'd set 'em for different ranges for different things, but they probably had a very long field of view at that time. Well, when we're down low-level then you'd set it for 10 miles, or a 10-mile range, but at the high-level it would have been for a lot more than that.

INT: Okay. So you had the regular pilot there, right?

BR: Yes. Right.

INT: The check pilot [Partin]. And you said that the regular pilot left?

BR: Yeah, he didn't want to be involved in the UFO sighting, so he went to the back room, the pilot's compartment. And we have a bunk and so he didn't want to be involved in it at all.

INT: Now are you talking about James Partin?

BR: No, Don Cagle.

INT: Okay.

BR: Yeah, I'm sure he's retired from Delta now, but yeah, he was going for an interview at Delta the next day and didn't want to tell them he had seen a UFO.

INT: 'Oh by the way—' [laughs]

BR: Yeah, right. So basically it was Major Partin and me in the pilots' positions.

INT: How many other people were onboard?

BR: Okay, well we would have had our full crew, which would be 2 navigators and a gunner and then an electronics warfare officer.

INT: Okay.

BR: And I believe that was all we had on the site and then just Major Partin was the extra crewman at the time.

INT: You didn't utilize your ECM equipment?

BR: Uh, no. They would have had it shut down. At that time they would have been doing paperwork, getting ready, you know, to land.

INT: Okay, so let's just go from there.

BR: Well, so then after—I don't know how long, but just seconds or minutes at the most, then the object on the radarscope went to the other side of the airplane and it stayed a mile, a mile and a half, something or other like that just off the left tail of the airplane.

INT: Did it go over or—?

BR: No it didn't. It went straight—just drifted straight across behind the plane.

- INT: Okay. So it went behind you?
- BR: Yes, right. So then we all just—no, it just stayed with us, so—
- INT: Now at that point could you see it?
- BR: I don't know whether Major Partin could or not. See, it was on his side and so, I just don't know and I never discussed it with him afterwards. But anyway it's still on radar and anyway of course our radar was just skin painting the object which—well the air traffic controller radar will skin paint, but we also have the IFF codes, and of course this object didn't have an IFF code, but so, but anyway the nav team said that at that position, anyway, the size of their skin paint was possibly 6 times as large as a skin paint of a tanker. See, when we air re-fuel and the nav team has to count down the mileage and the yardage until we're hooked up with the tanker and so, they know exactly what a tanker looks like on their skin paint on the radar scope at that particular distance. Anyway, they said it was, you know 5 to 6 times as large as the tanker was. So anyway I was a little bit anxious. I just couldn't request permission to vary anything. I mean once they tell you to fly a certain altitude and a certain direction, you do that until you're told otherwise or request permission to change. So we weren't getting any place and I figure I better land the airplane, so I just told Major Partin, I said, "Let's just go ahead and land," without clearance, so we just started penetration. The nav team lined us up at the runway, and or maybe we used their other nav aids, I don't remember. So we were making a straight in approach to Minot Air Force Base and the object stayed with us, same spot essentially. And when we were about 10 miles from the—
- INT: Let me ask you a question—now at your approach are you decelerating and losing altitude.
- BR: Yes, uh-huh.
- INT: So it's staying with you?
- BR: Yeah. Okay, so now we were several hundred miles per hour cruising and then as we penetrated and it was—we had a certain speed that we'd penetrate at but it was much less than a cruising speed.
- INT: When you say penetrate—entering Minot?
- BR: Well penetrate—I just mean yeah, penetrate the area, but depart flight level 2-0-0 for the base, so yeah, we just started to down throttle back and, you know, started down.
- INT: Is this where your experience went more difficult?

- BR: Oh, our radios were out from the time the thing got close to us. And our radios never came back in until 10 miles from the runway, and the navigator said that it set down on the ground and it was off to our left and so anyway, just a few seconds later then our radios came back in so we continued our approach on into Minot.
- INT: In your flying experience, did it ever occur where your radios went dead like that at other times?
- BR: Uh no. Actually I've never had one of our radios go completely bad in a B-52, period.
- INT: So it seemed like it was connected to—
- BR: Oh, it definitely was. And, plus we had 2 different radios and both of them were just completely dead.
- INT: You changed frequency also, didn't you?
- BR: Yes, oh yeah.
- INT: Changing frequency didn't help at all?
- BR: No, uh-uh. No, the radios were just completely dead and so anyway I don't remember whether we made it touch and go. But anyway we proceeded on to the base and then we had a general officer came on the radio and told us to go back and—but, I mean, he could have been patched in from anyplace—he told us to go back and fly over the object. I really don't remember whether we had film in our Bombay cameras, but we were supposed to take over and fly—over fly the thing and observe it and take pictures if we could. So I never discussed with the nav team whether they were able to take Bombay pictures or not. But anyway, the ground control radar took over and they vectored us back out and put us, just right over the far end of the object.
- INT: Now, they knew it had landed?
- BR: Yes.
- INT: Did your onboard radar—did they know it was—?
- BR: Oh yeah, they knew, you know, right where it set down.

INT: But both you guys knew where this thing is?

BR: Yeah.

INT: Now when it left your side—the side of the plane, did it move in front of you?

BR: No. On our penetration, why it was behind us just a little bit off to the side and so once it stayed on the ground, you know—

INT: It just dropped down?

BR: Well, we were then a thousand, two thousand feet above the ground, so, yeah, it just—when we stopped the descent then they just kept on going and just, you know. Anyway the nav team just said that it set down. But anyway, it departed from us, or it stayed there and then we went on. So, anyway, we were vectored back around over the thing and actually another pattern by—well, on our downwind leg, or base leg, then perpendicular to the runway, we were just to the outside of it, so Major Partin could look right down into—over the object. I was in the right seat so I had to look sort of across the airplane. Well, anyway our radios went out again and I was talking on the radios to the ground controllers and they said that—of course every time the radios went out, you know, they thought we had a problem or something and they mentioned that our radios went dead in mid-word, not mid-sentence, just the word broke off.

INT: So you're going to land, the radios are out—when the object dropped away from you, the radios came back?

BR: Well after we gained some separation from 'em, yes.

INT: And it's at that point they said the thing landed we want you to go back?

BR: Yeah. Right.

INT: So you had to turn around to go back?

BR: Yes. Yeah we turned around, went back and over flew it and we came back in and landed.

INT: Okay, sorry. Go ahead.

BR: Okay, so anyway, now we'd go around it. By then, you know, we're looking. We're surrounded by the airplane too, close to the ground, you know, things go by real fast so I didn't have a real long time to look at the object, but I could see the part that was—you know, everyone said it was

glowing, but well anyway, there was pretty much an egg-shaped object on the ground, okay? It was lined up with the runway, but the orange glowing part, which looked like either molten metal or lava, something like that—it wasn't shiny or glowing or anything. I mean it was, you know, just, well it was dull.

INT: It didn't look like it was radiating?

BR: No, it didn't look like it was radiating. It was you know it was just—looked like lava or molten metal, okay? But the one part that sort of made me wonder whether the thing turned around or why it was pointed in the direction it was, then there was a shiny tubular section that came from the end away from the runway, okay? So it's not you know, the part that I thought was the control center, okay? So anyway, it was smooth metallic looking, round tunnel. Then it attached to sort of a crescent moon-shaped object which sort of wrapped around the one end of the larger mass, and it was smooth, shiny, metallic-looking, and...

INT: It was like a bumper?

BR: Yeah, only bigger, I mean it was a pretty good size too.

INT: The bumper was separated from the object?

BR: Yes, by this tunnel-like thing, okay? But it was, like I said, where the object was, you know, curved on the back end, or the front end—whichever it was, the metallic part also had the same curvature and it was the same width as the rest of it, but, you know, it just wasn't very long. Yeah, I tried looking in there, but I couldn't—I could see some lights, and it seems to me like I can remember green and yellow, but I just don't know. There were lights and I thought I should be able to see objects in there. We went over real fast and I really couldn't distinguish anything inside.

INT: But you assumed there was something inside? It appeared as though there were but you couldn't identify it, or what?

BR: Well, I just assumed there was something in there 'cause I could see some lights and it looked like I could see back inside, you know for part of the front view of it.

INT: Could you also see the ground?

BR: Oh yeah.

INT: Was this thing illuminating at all?

BR: No, I don't think so. It was sort of shiny and it was lit up a bit.

INT: Was it very bright?

BR: It was, well it's really hard to say. It was readily identifiable. I mean the outline was just as clear as it could be and...

INT: And the coloring was—?

BR: And the coloring was just fine, and looked like sheet metal or something like that. That was just, you know, illuminated real well.

INT: So you over flew that thing quick?

BR: Right. Yeah. See, we went back at about 150, 200 mph, so, you know, within would've been probably 1,000 feet above it. But, you can see objects on the ground real well. It was real clear there on the ground.

INT: So when did the radio come back on again?

BR: Okay, well it went off again then. Because the controllers were asking me, you know if we had it and so forth. I'm talking to them. And then after we went by it and turned towards the runway again then the radios came back in. Of course they had me change and trying different frequencies and everything, but there wasn't anything wrong with the radios. So we were instructed to send one of the crewmembers to tell someone about what we had observed. And since Major Partin's a little bit more senior than I was, being a—I'm not sure whether I was a Lieutenant or a Captain at the time, but anyway he went in to tell what he had seen and so I have no idea what he said. We never discussed it afterwards.

INT: Yeah. Aside from the report?

BR: Yeah right, and—

INT: Can we pause and we'll switch tapes?

BR: Okay. I was graduated. One is Joseph Ralston who's a four-star general. He's the one that would have been the chairman of Joint Chiefs of Staff if he hadn't have been unfaithful to his wife when they were separated, you know, 11 years earlier. So he'll be head of the allied forces in Europe. Same position that Eisenhower had during the Second World War, so, anyway, one of my classmates is in charge of that now.

INT: Back on. Where were we?

BR: Okay, yeah. We had finished our observation and went in and landed and Major Partin went in for the UFO debriefing.

INT: Now, they debriefed you later on?

BR: Yes. Okay, after everyone had been debriefed and the Air Force officials came in that night or the next day, well then we were briefed on what had gone on. So that's when we were told what started it. You want me to—?

INT: Yes, please.

BR: Okay. Well, so while we're out flying around, then an alarm goes off in one of the missile silos and anyway, so turns out that—this is what was told to us at the briefing by a general officer the following day. So Air Police were dispatched to check on the missile alarm and so the first Air Policemen that were sent out didn't check in when it should have so they sent others to check on 'em and the second group found the first group unconscious around their vehicle with the paint burned off the top of the vehicle, and when they came to they said that, you know, something—some object had—they thought it was going to sit down on top of 'em and so they started running. That's the last that they knew, but it didn't squash their vehicle or anything so it didn't sit down on them. But anyway it turns out that the reason that the alarms were set off was the 20-ton concrete lid covering the top of the missile silo had been removed and a chain link fence around the thing had been squashed and there was radioactivity around and the inner alarm down inside of the silo had also been activated. Well, it turns out that there were two ways to remove the concrete lid. You either have a large crane that'd lift 20 tons and set it off to the side, or have explosive charges that blow it off in case one launched a missile to go to war. Explosive charges hadn't been activated.

INT: Right. So these things aren't on a mechanism that—?

BR: No, no it's just sitting—it's just a big concrete lid just sitting on top of it.

INT: In order to fire that missile they have to blow that?

BR: They blow it off. Yeah.

INT: But the thing was moved to the side?

BR: Yeah, it was just off to the side some place. It wasn't on top of it—the missile silo anyway.

INT: Now there's a chain link fence then?

- BR: Yes, uh-uh.
- INT: Tight around the silo?
- BR: Well, just to keep—mainly to keep animals out and I guess people and a part of it had been flattened. Just squashed. There weren't any tracks around other than, you know, just right there at the chain link fence.
- INT: Now we want to point out that the written account of this sighting doesn't say anything...
- BR: No, this was just told to us. Now that's why it was such of an important nature to the Air Force, because of the missiles they had checked out.
- INT: But in there they said that errors had regularly—or not regularly, but had incidents at one or two times where they didn't have a good control over the keys that gave access to the silo, to the perimeter fence and airmen sometimes—Air Police sometimes unlocked those as either a prank or—not as a prank, but probably as some way to get even with their superiors—cause a lot of paperwork.
- BR: Right.
- INT: And they said in the paperwork that they didn't consider this a serious matter.
- BR: Well, you know, like I said, you just could step on a line where you're not supposed to be and you're escorted at gun point, but with the two-man policy no one person is around anything having to do with a nuclear weapon without a second person observing him. Plus, you know, it involves keys and everything else.
- INT: Oh yeah? It's hard to imagine that keys were not under strict control.
- BR: Right. And I'm not even sure what the keys would have anything to do with a missile out there where it was anyway, 'cause there isn't any access to the missile. I mean you just have the ring of the 10 missile silos around the command center where there were keys and combination locks to get into the command center, which is underground. But these missiles were just out there in the fields with fences around them and concrete lids sitting on top of them.
- INT: But they don't worry about them too much.

BR: No, they don't. Right. A person can go up there and drive a truck, drive right over the top of it unless they don't do anything.

INT: All that happened that night?

BR: Yes. Uh-huh.

INT: After your sighting or—?

BR: No, it was before my sighting.

INT: Oh, okay.

BR: But that's why, you know, everyone was up in arms and that's why they had us go out and see what's going on.

INT: Why did they tell you the next day?

BR: Okay, why'd they tell us what?

INT: About the incidents with the missile.

BR: Oh, because it was—well, I'm sure they didn't tell everyone. They just, you know, told people with top-secret security clearances and it was just such a matter of importance that involves national security whenever you have your nuclear missiles tampered with.

INT: Yeah. Okay.

BR: Well some—they mentioned that some of the Air Police on the ground at one of the command centers saw the UFO. They saw us go over one time and they saw the UFO go up and join up with us.

INT: A number of them did?

BR: Yes. Yeah, there were 14 different situations that—

INT: Yeah. The report is interesting because it says something about the ground radar didn't really have an object on it.

BR: Yeah, well the ground radar vectored us to the thing and then it vectored us over it again.

INT: Do you think there's anyway that they could've vectored you on the object without radar?

BR: No, not with the precision that they did it.

INT: So that makes that report sort of questionable also?

BR: Yeah, and the fact that our cameras malfunctioned and you know, they really didn't film the things that the film showed that they'd filmed and that the radios all of a sudden just went dead, and then all of a sudden came back to life again.

INT: Yeah there are too many incidents that are unique. Did they have any further follow-up? Did people come from another base to talk to you?

BR: No, no one interviewed me, period. Just Major Partin was the only one from our crew was interviewed at all.

INT: You filled out a report form, didn't you?

BR: I think I did. I don't even remember whether I did or not.

INT: Okay. Yeah, there's a report in the file.

BR: Okay. Mm-hmmm.

INT: It's pretty minimal.

BR: Yeah. We were afraid to say anything.

INT: You were intentionally not saying anything?

BR: Right. No, I had a pretty good military career right then, I didn't want to jeopardize that.

INT: Are you retired from the—?

BR: No, when I strained my eyes, you know, in Vietnam, well then I couldn't fly anymore and they kicked me out but I couldn't fly any more and, well, I just couldn't stand the thought of everyone else being promoted and then my not being promoted, so, like I said, I had a former classmate—four-star general, and my buddy that was in advanced survival training is a chief of staff of the Air Force right now.

INT: Oh yeah?

BR: Yeah. And then another guy is, you know the vice chairman of the Joint Chiefs of Staff.

INT: Oh really?

BR: Yeah, I was in an elite group.

INT: Yeah.

BR: So anyway, you know, without flying I wouldn't have been promoted as fast as a pilot would be promoted.

INT: So you did one tour in Viet Nam?

BR: Well I had two TDY tours. Instead of sending us over for a year, they sent us over for six months, and then they could send us back at any time without waiting a long period. So I had two TDY tours, one as a co-pilot one and an aircraft commander.

INT: Flying bombing missions?

BR: Yes, uh-huh. Yes. I dropped roughly 3,600 tons of bombs on Viet Nam.

INT: Oh you did? Was that in the South or in the North?

BR: It was all over the part that was in the North. Now, it wasn't supposed to be known about I guess. I was there at the time that we were allowed to bomb the North and Laos and Cambodia. Just anyplace we needed to bomb.

INT: Oh, so you went into Cambodia and dropped?

BR: Oh yeah.

INT: What else could we ask about that? Well you've seen the Blue Book documents. What is your opinion of those?

BR: Oh, it was just a cover up.

INT: What's your opinion of Quintanilla's conclusion that it was a ball of plasma.

BR: No. I don't know anything about plasma, but ball of anything just can't stop like it did and do the things that this thing did.

INT: Yeah.

- BR: And the object we saw on the ground, you know, it wasn't—well, it was different types of material. It wasn't just a big ball of glowing anything. It had different features to it.
- INT: Did it ever demonstrate any other colors other than that sort of orangish?
- BR: No, just on the main body part it was just that orangish color. The part, you know, I thought was the cabin, the control center, so forth—now it had colors inside it. I mean the colors I saw really weren't really on the outside. I looked inside; they were back inside.
- INT: After this incident did you ever have another incident anything like this?
- BR: No. No, I never have.
- INT: Have you ever heard of something unusual like this being picked up by a radar operator? I'm curious about plasma balls. The report says a plasma ball was picked up—ball lightning was picked up by radar out there.
- BR: No. Well, no. That's just something I field anyway I just steer it and they tell me where to go. So, one time I had a round light follow me around a level route, but it was just a light, but every time I would change course it would change course too. I never got close enough to see anything.
- INT: So there was no follow-up? I mean, what about the base commanders must have been worked up over this?
- BR: Oh yeah, yeah. They were all excited. Well, I really don't know what all went on, you see. After everything—
- INT: Well, I only know it from the correspondence 'cause they [SAC] were telling Quintanilla to give them an explanation quickly to cool this down.
- BR: Yeah. So, you know, none of us went over it again. After that debriefing by the general all through the next day, it was never brought up again, you know, in my presence.
- INT: Now was that the base commander?
- BR: No, it was I really don't remember who the general was. It was someone over our wing and our unit there that came in just for this. It was serious enough, you know, to bring a general officer in to check it out.
- INT: Did they check your plane after? Did they check the radar equipment?

- BR: Well, they just—according to the records, I don't know. Of course any time there's a malfunction then the maintenance goes over it, but we didn't have any malfunction. Everything was working properly. No, there wasn't anything wrong with the airplane.
- INT: Yeah. And you mentioned too that where the thing had sat down, there were radiation readings.
- BR: Okay, no. The radiation readings were at the missile silo.
- INT: Okay.
- BR: And I'm not sure about what was found, you know where it set on the ground. They did—supposedly they were going to go back out there and check that out but I don't know what they found.
- INT: Yeah, because it appears as if something came down smashed the fence?
- BR: Oh yeah, right. It just—yeah, there weren't any tracks leading to it.
- INT: How tall were those fences?
- BR: I just don't know.
- INT: 10 feet or something?
- BR: Yeah, they were supposed to, you know. keep people and animals out.
- INT: So something must have come down right on top of it?
- BR: Right, yeah, 'cause they said there weren't any tracks leading up to it or away from it—from where it was squashed.
- INT: Let's take a short break. [Continues] So and here's your picture. [Looking at Runyon's drawing in the CUFOS questionnaire].
- BR: Okay. Oh yeah right. And see—
- INT: You're saying you looked down and you saw a light in there?
- BR: Okay, yeah. I saw a light in this part here, I couldn't—
- INT: Between the egg-shape and the protrusion?

BR: No, I saw, well, I could see just a dark background under there. You know, I could see lights. See I'm coming by this way and I'm looking in here and so I could see lights in there.

INT: In this object—the protrusion?

BR: Right. Inside of there through—and see, the runway is this way, and so you would think that it would be flying that away—which it was turned around 180 ° from what I would've expected.

INT: Would the object then apparently fly that way?

BR: Well, either that or it turned around when it landed.

INT: That's the only time you saw it—when it was on the ground?

BR: Right, that's the only time I visually saw it, yeah.

INT: Okay. So your degree is in industrial engineering?

BR: Yes.

INT: And you were 26 at the time?

BR: Right.

INT: I mean did you know some of the other witnesses?

BR: No, I didn't know anyone.

INT: —Adams, Jablonski—?

BR: No, I didn't know any of them.

INT: So how many people were at Minot at that time—a lot of people?

BR: 5,000 on the base.

INT: Yeah, okay. So you were segregated out?

BR: Oh yes. Uh-huh.

INT: So you were out at the air base and...

- BR: Yes. Okay, and so our security personnel were—that I was involved with—would be security for the airplanes themselves, and the missiles had their different security personnel.
- INT: I think one thing we want to ask is what the general—did he say anything about what he thought it was?
- BR: No. No he didn't. It just got their—it just got his attention. He was real concerned.
- INT: And the sequences of events that they—
- BR: Okay, I was just looking at it yesterday and as far as I can remember... Yeah I noticed that on my radio talk with the ground control and so forth, they stopped it on our initial approach and they didn't have it going back around again.
- INT: Yeah, exactly.
- BR: And so I got to thinking, you know, they don't have it in here where, you know, it says we flew over the object. So anyway, you know, that was extra, and then anyway I didn't notice that part.
- INT: So there are just a few things that they omitted?
- BR: Yeah, they stopped it before we went back over it—instructed to go back around and overfly.
- INT: In a way what they reported downplayed the incident.
- BR: Yes. It is incomplete, yeah. It would've, you know, say it was on the tape and it would've been on the radio, but, general such and such—actually he came over, he said, “this is general such and such” and I want you to go back and over fly the thing, so that isn't in the radio logs anyway.
- INT: Yeah. I mean here's your report that you filed.
- BR: Oh, okay. No.
- INT: It's pretty minimal.
- BR: Well see, I didn't even go in I don't think. They probably just gave me something—[Looking at Partin's AF-117 report form]. Okay. Well, this isn't my writing anyway, so maybe that was Major Partin's there.
- INT: Oh, really? Okay, so you didn't do a Blue Book report?

BR: No.

INT: We need to make that clear. You never did file a Blue Book report. The pilot did the final report?

BR: Yeah. And see the other's flying the airplane and I'm looking.

INT: And so we were in error when we said that you had a report in this file here?

BR: Yeah. And see the bad thing is he had to fly the airplane and I'm doing the looking for the most part.

INT: And the radio conversation does not indicate the general officer on the radio?

BR: Right.

INT: They're telling you to go back around and look at—

BR: Over fly it and then film it, see.

INT: Right. So that's also incomplete?

BR: Mm-hmmm.

INT: Did they ever look at all the 14 individual reports and try and coordinate the sightings?

BR: Like I said, the only thing that I was told was when we were briefed the next day on it.

INT: The general officer—he didn't say what he thought it was or anything?

BR: No, he just told us to go back and over fly it and observe it and film it.

INT: And at his briefing he didn't say what it was—what he thought it was either?

BR: No, but he said it was something pretty important to be able to remove the 20-ton concrete lid.

INT: He asked you to film it?

BR: Yes, uh-huh.

INT: You didn't have any film?

BR: Well, I don't know. See, the navigator's operate that. And usually we do. Well, on bomb runs we were filming our low level routes and everything, so they had film running most all the time.

INT: And you wouldn't—if he had been running film you wouldn't have known about it?

BR: No, I wouldn't have known.

INT: Oh really? They do that separate from you? They don't need your order or anything?

BR: No.

INT: Whenever they want to run film they run film.

BR: Right. Yeah. During important things and they just automatically do it.

INT: Who was the—

BR: The nav team? I can't even remember the crew.

INT: I don't think any of that is listed in here. Maybe they did run film and they didn't want people to know.

BR: Yeah.

INT: Now you had a story too about a fellow in the CIA?

BR: Okay, right. About 4 years ago when I was taking a state test for a state job, there was someone in the group taking a test with me about my age, so I just asked him where he was from or something. Anyway, it turned out that he and I both went to [the same] high school and he was 2 years behind me. We had a discussion about where we went after school. I told him I was stationed in the Air Force at Minot Air Force Base in North Dakota, and he just mentioned that he had been up there too and so I asked if he was in the Air Force also, and he said "No." He said that he was in the CIA, and I said, "Well what was the CIA doing up at Minot?" He said "Well, they sent me up there to investigate an incident between a B-52 and a UFO," and so I told him "Well, I was flying the B-52." So we discussed that a little bit and I mentioned that Project Blue Book had said that there was just a ball of lightning and it wasn't a UFO and he just made this statement, says, "They lied. It was a UFO," so...

INT: So, in other words the CIA was involved?

BR: Yeah.

INT: You had tried to locate this person again?

BR: I just looked in my annual. It just went back to the one class behind me and I'm pretty sure he said that he was two classes behind me. And I looked for his phone number in the phone book and I didn't see his name in there, but he could have lived anywhere in the area and still—it was an area-wide test, so he could have come from any number of towns from around. He could probably be located with the—

INT: When you graduated from high school, was it—

BR: 1960, so he would have been the class of '62.

INT: Also, is James Partin still alive?

BR: Oh yeah. Well, I'd say he's probably 10 years older than I am, so he's probably—you could always call Delta Airlines and get Don Cagle's address and see if he wants to say anything. Now he's probably retired.

INT: He was hiding in the back?

BR: He was hiding in the back, yeah.

INT: What does he know? Well he knew the first part of it, right?

BR: Oh yeah. He knew enough to go back and hide.

INT: I mean what did he say at the time?

BR: He said he wasn't going to be involved with seeing it. Yeah, he just said, "I have an interview with Delta tomorrow and I'm not going to look at any UFOs."

INT: In your time with the Air Force you never had any other incidents?

BR: Not UFO incidents. No.

INT: Was the scuttlebutt that seeing an UFO was bad for your career?

BR: Of course. Yeah.

INT: Especially if you're flying nukes?

BR: Right, yeah. Yeah, anything involving nuclear weapons of any sort, everything, every test, and everything is 100%. You don't make a mistake in any way.

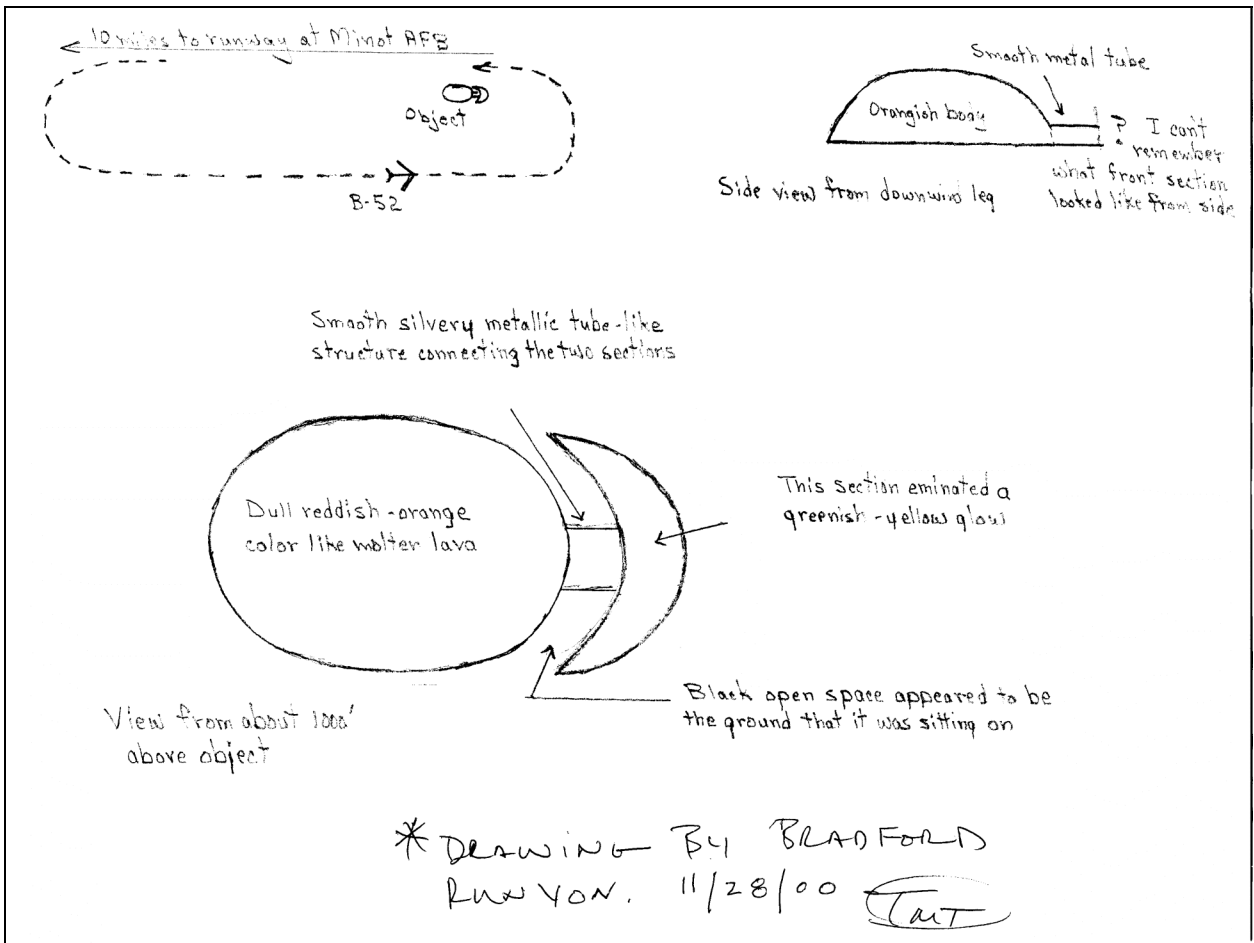
INT: Did the commander call you in and do a suitability thing after this incident?

BR: Oh, it was 'just let it go.' Right. Well, the ones involved in this debriefing had a Top Secret ESI clearance, so, you know supposedly we had enough sense not to say anything.

INT: Yeah. Well 30 years later—

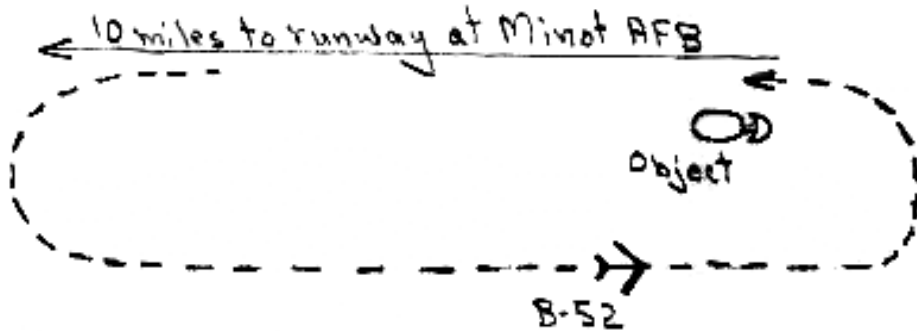
BR: Right, yeah. I really expected it to come up before now, you know?

[Transcript end]



FOLLOWING ARE TEN QUESTIONS WITH ANSWERS POSED TO BRAD RUNYON BY TOM TULIEN AND JIM KLOTZ REGARDING THE 1968 MINOT UFO EVENTS.

Subj:	Re: questions & inquiry
Date:	12/9/00 4:35:02 PM Central Standard Time
From:	Runyon, Brad
To:	Tom Tulien



1. From the flight path indicated on the drawing above, it appears that the pilot occupying the left seat (AC) would have had the best view of the object on two occasions; when the B-52 passed near the object on the downward leg—and then passed above (or, off to the side?) of the object following the 180-degree turn. Do you agree that this was the case? Did you pass directly over the object or off to one side?

Runyan: Yes, Maj. Partin had the best view as he was in the left seat. We were no closer to it than a half mile on the downwind leg and probably not much closer on the base leg when we turned 90 degrees. When we turned the final 90 degrees headed towards the runway, it was then behind us and out of sight.

2. If the above is true, how easy or difficult was it for you in the right seat to see the object (on the left side of the plane) when over flying it? Did you see it clearly on both occasions, indicated above (also indicated by your drawing of the object side view)? Did you see the object before making the 180-degree turn? Or, put differently, did you see the object on two separate occasions (first from the side view, and then from overhead looking down)?

Runyan: I first saw it from the right seat looking out the left (pilot's) window. As we banked into the turn, I had a good view all thru the turn.

3. Did you or Partin suggest that other crewmembers come forward to view the object? Who?

Runyan: Neither one of us called for the rest of the crew. They were aware of the incident having listened to the intercom discussions among crewmembers. The rest of the crew remained at their stations in case they had to eject.

4. From the interviews of Mr. Runyan, Mr. McCaslin and Mr. Goduto, it seems that during at least part of the flight, James Partin was in the left (AC) seat while Don Cagle had been occupying the IP “jump seat.” Also it has been said that Don Cagle went to the bunk (?) during the high-altitude radar encounter. Did he stay there for the duration of the event including the close approach, over flight of the object, and landing the B-52?

Runyan: Yes, Maj. Partin was in the pilot's seat the entire flight. Don Cagle left the IP seat during the high-altitude radar encounter and remained in the bunk area. He never observed the object.

5. Wouldn't regulations require Cagle (AC) to remain on the flight deck? Why was it reasonable for him to decide to leave the flight deck in an extraordinary situation?

Runyan: No one thought of any regulations requiring him to remain in the cockpit, as James Partin was qualified to pilot the aircraft at that time, having completed his aircraft familiarization check.

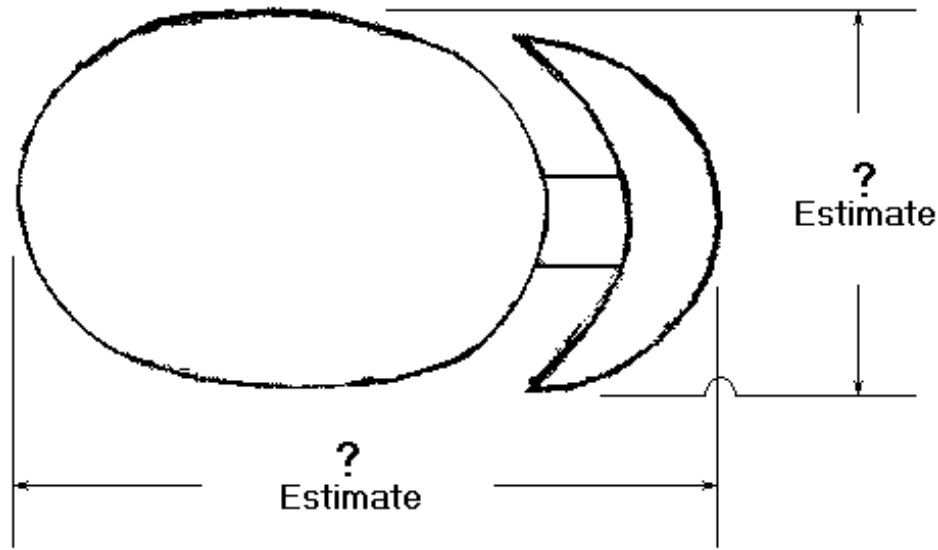
6. Who was in the left seat during the last pass over flight of the landed (or hovering) object, Partin or Cagle?

Runyan: Partin was in the left seat during the entire flight.

7. How big did the object appear on the ground... i.e. what common object held at arm's length would cover it? Or, how many finger-widths would have covered it?

Runyan: My first impression was that the orange portion was bigger than a large barn and the tubular section reminded me of a large grain silo lying on its side. The crescent shaped part did not become clear until we rolled into the first 90-degree turn.

8. Mr. Runyan's drawing is very detailed, but can he estimate how big the object might have been? Width, Length, and Height.



Runyan: I'm not good at estimating dimensions especially 32 years after the fact, but to my best guess, I would say it was at least 200 ft in length, and 100 ft in width, and 50 ft. in height.

9. Also, did you see the object as reported by Partin in his Form 117? In this case the CT provided the object's position at one o'clock (in the transcription it states: "B-52 on heading 290-degrees asked to look for an orange light 15 to 16 miles at 1 o'clock position (reply affirmative?) "AC roger I see a...(garbled)" (Transcript from tape). In Partin's report he states for the location of this sighting: "north east of Minot AFB, ND, 10 miles at an altitude of 3200 ft. MSL." Also, "as I turned on the downwind leg in the traffic pattern I saw a bright orange ball of light at my one o'clock position. It appeared to be about 15 miles away, and either on the ground or just slightly above the ground. The light maintained stationary as we flew toward it. I turned onto base leg about one mile to the south of the light and was above it. The light did not move during this time."

Runyan: I made all the radio calls from the aircraft and according to the transcript of radio traffic between CT and aircraft; I stated that I did see an object. But I don't remember seeing any outlines until we were close to the object as I was probably running check lists and doing other aircraft duties at that time.

10. Brad, we are a bit confused on the chronological sequence of events. Would you be willing to list the events in sequence, beginning prior to McCaslin's radar sighting of the object approaching from behind, and ending with the debriefing the following day?

Runyan: SEQUENCE OF EVENTS:

When I requested permission to make a penetration from FL 200 to land at Minot, I was asked to fly a certain heading and check for something in this area. While flying in the indicated direction the Navigator McCaslin notified us of a fast approaching object. Either he or the RN Richie said the object would be unable to stop as fast as it was approaching. But it did stop off our right wing or tail at which time our UHF transmitters went out. A short time later, it appeared on the left side of the aircraft and stayed there until we came within 10 miles of Minot AFB runway. According to the Nav team, the object sat down on the ground at this point and we proceeded to make a low approach at MAFB.

We were instructed to go back and observe the object. Ground radar turned us 90 degrees to the left away from the runway and then another 90 degrees on the downwind leg. We passed to the right of the object going away from the runway and turned left 90 degrees above and to the right of the object. Then we made another 90 degree turn towards the runway for final landing.

I hope this helps.
Sincerely, Brad

SIGHTING CONDITIONS

VIEWED FROM: OUTDOORS () INDOORS () CAR () AIRCRAFT () OTHER: _____
 VIEWED THROUGH: GLASSES () WINDOW () SCREEN () BINOCULARS () TELESCOPE ()
 STILL/MOVIE CAMERA () RADAR ()
 AREA/LOCATION: URBAN () SUBURBAN () INDUSTRIAL () RESIDENTIAL () RURAL ()
 AREA/TERRAIN: FIELDS () WOODS () MOUNTAINS () RIVER () LAKE () OTHER: _____
 AREA/TECHNICAL: AIRPORT () POWERLINES () POWERSTATION () OTHER: _____
 SKY CONDITION: CLEAR () PARTLY CLOUDY () OVERCAST ()
 PRECIPITATION: NONE () RAIN () FOG () SNOW () (HEAVY/MEDIUM/LIGHT) OTHER: _____
 UFO DIRECTION: FIRST SEEN IN: _____ LAST SEEN: _____
 UFO DISTANCE: NEAREST AT: _____ ALTITUDE WHEN CLOSEST TO GROUND: _____
 IN FRONT OF _____ WHICH WAS _____ AWAY FROM WITNESS _____
 UFO ELEVATION: NEAREST AT: _____ ALTITUDE WHEN CLOSEST TO GROUND: _____
 UFO PASSED: IN FRONT OF _____ WHICH WAS _____ AWAY FROM WITNESS _____
 BEHIND _____ WHICH WAS _____ AWAY FROM WITNESS _____
 ALSO SEEN: MOON () SPECIFIC STAR/PLANET () WHICH ONES: _____
 METEOR () STARS () AIRCRAFT () BALLOON () OTHERS: _____
 BEFORE UFO SIGHTING () DURING SIGHTING () AFTER SIGHTING ()
 OBSERVED: AN OBJECT () SHAPE: _____ COLORS: _____
 A LIGHT () COLORS: _____
 SEQUENCE OF COLORS: _____
 REAL SIZE: LARGER () SMALLER () APPROX. () THEN _____
 APPARENT SIZE: _____ TIMES THE SIZE OF A FULL MOON
 BRIGHTNESS: BLINDING () FAINT () BRIGHTER THAN () AS BRIGHT AS ()
 STAR () AIRCRAFT LIGHTS () MOON () OTHER: _____

		DID PHENOMENON			DID UFO AFFECT
CHANGE DIRECTION	()	HOVER	()	FLUTTER	()
TURN ABRUPTLY	()	DESCEND	()	SPIN	()
DO ACROBATICS	()	ASCEND	()	BLINK	()
FALL LIKE A LEAF	()	OVER A BUILDING	()	PULSATE	()
ABSORB OBJECTS	()	LAND ON GROUND	()	APPEAR SOLID	()
EJECT OBJECTS	()	LAND IN WATER	()	FUZZY EDGES	()
CHANGE SHAPE	()	MAKE A SOUND	()	HAVE OUTLINE	()
CAST A SHADOW	()	GIVE OFF SMELL	()	WOBBLE	()
CAST LIGHT	()	GIVE OFF HEAT	()	VIBRATE	()
REFLECT LIGHT	()	LEAVE RESIDUE	()	GLOW	()
LEAVE A TRAIL	()	CARRY OCCUPANTS	()	CASE WITNESS	()
DISINTEGRATE	()	COMMUNICATE	()	PACE VEHICLE	()
				RADIO/TV	()
				ELECTRICITY	()
				MAGNETISM	()
				TIMEPIECE	()
				ENGINE	()
				VEHICLE	()
				WATER	()
				GROUND	()
				VEGETATION	()
				HUMAN	()
				ANIMAL	()
				OTHER: _____	()

TEMPERATURE: _____
 WIND DIRECTION: _____
 WIND SPEED: _____
 VISIBILITY: _____
 CLOUD CEILING: _____

WHERE THERE ANY OTHER WITNESSES? _____
 PLEASE PROVIDE THE NAMES, ADDRESS AND
 PHONE NUMBERS OF OTHER WITNESSES ON A
 SEPARATE SHEET IF APPLICABLE AND KNOWN.

WITNESS INFO:
 OCCUPATION: USAF Pilot AGE: 57 now 26 at that time SEX: M
 EDUCATION: BIE WAF DEGREES: Industrial Engineering
 SPECIAL TRAINING: _____
 VISION: 20/20 COLORBLIND: N GLASSES: N HEARING: _____
 YOU MAY/MAY NOT USE MY NAME. SIGNATURE WITNESS: Richard R. [Signature]



Looking down on object when it was on the ground.
 The body was several hundred feet long and glowed dark orange
 in color like molten steel. The crescent moon shaped part was
 connected to the body with a space between. Blue, Green, and
 possibly orange lights appeared to be inside the crescent shaped
 part as we passed over the object and to the right of the picture



UFO SIGHTING QUESTIONNAIRE - GENERAL FORM

NAME: Bradford Runyon, Jr. DATE: 11 Feb 2001

ADDRESS: _____

CITY: _____

PLACE OF SIGHTING: _____

CITY: Minot AFB STATE: N.D. COUNTY: _____ COUNTRY: USA

DATE OF SIGHTING: 24 Oct 68 SIGHTING TIME: _____ AM or PM; TIME ZONE: _____

DURATION: _____ HRS _____ MIN _____ SEC See Project Blue Book report

WITNESS ACCOUNT (Please describe in your own words what happened and include in your account the following Please use additional sheets as necessary.)

- What you were thinking about right before you noticed the phenomenon.
- A description of the phenomenon.
- Your actions and reactions before, during and after the incident.
- How you lost sight of the phenomenon.

While flying in the right seat as instructor copilot of a B-52H I, Bradford Runyon, Jr. requested permission to descend from FL200 to land at Minot AFB. At this time I was requested to check on something in the area and given a heading to follow. When I asked what I was looking for I was told I would know if I found it. Minutes later my nav team had an object on their radar scopes approaching from the right rear of our plane at such a high rate of speed that they thought a collision was imminent. The object stopped off our right tail momentarily, then moved to the left side of our plane. We lost radio contact with the base, and I decided to land the plane. The UFO stayed with us until within 10 miles of the base where it set down on the ground and our radios came back on. We were instructed to go back and over fly the object which we did, again losing radio contact with the base when we flew over the object. At a briefing the following day I was told that a 20 ton concrete lid had been removed from a missile silo and both outer and inner alarms had been activated. Our aircraft film showed a radar return about 5 times as large as a KC-135 tanker and a closure rate of about 3000 mph. Ground crew saw the object join with us, and recently a retired CIA (investigator) sent to investigate the incident told me that Blue Book lied, and that it was a UFO.

AERIAL SIGHTING REPORT

CONFIDENTIAL INFORMATION

ALL NAMES AND PERSONAL INFORMATION YOU PROVIDE WILL BE KEPT CONFIDENTIAL UNLESS YOU GIVE SPECIFIC WRITTEN PERMISSION TO DISCLOSE IT. THIS INFORMATION IS ONLY FOR RESEARCH PURPOSES.

LEAVE BLANK

10 - 24 - 68

Time: 0335

No. Obs.: 1 +

Altitude: FL 200

Comm. Prvt. Military
USA Foreign

Rec.d.: 5-17-00

Processed 5/18/00

When completed please return this form to:

Dr. Richard F. Haines 325 Langton Avenue
Los Altos, Calif. 94022

Part I. DETAILS OF THE ANOMALOUS PHENOMENON:

DATE OF EVENT: 24 Oct 68

1. Please describe what you witnessed. Be as complete as possible (use opposite side of page if necessary).

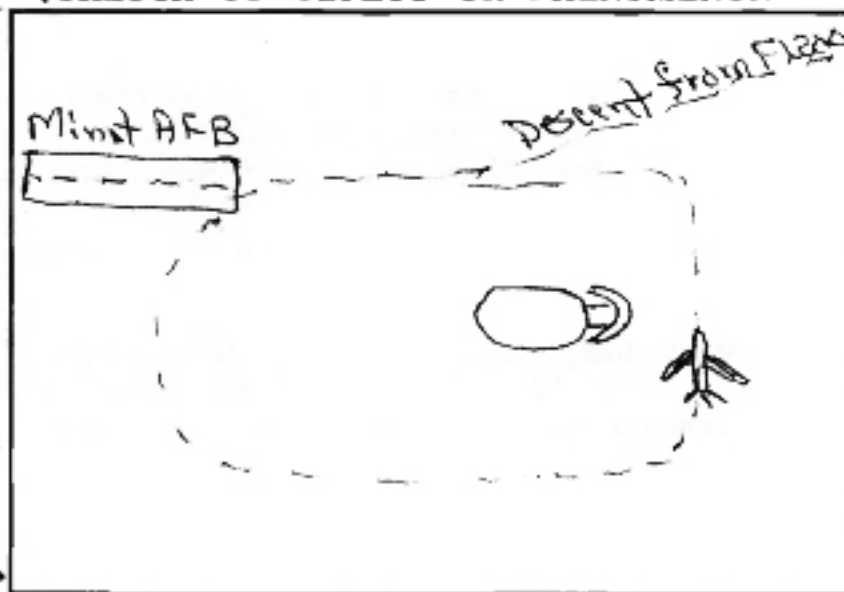
Tom Tulien and Jan Aldrich
with The Sign Oral History Project afstulien@aol.com
and PROJECT 1947 <http://www.project1947.com/>
have a clear and readable copy of the Project Bluebook report
of this incident as well as a taped interview of me. over →

2. Now draw a sketch of what you saw. If you were able to see it from two or more different angles simply draw what you saw and label each sketch (A), (B), etc. to indicate the order in which you saw it. Also, draw an arrow pointing gravitationally upward and aircraft windshield struts (frames, etc.).

If the Earth's horizon was visible draw it in also.

Finally, draw magnetic compass heading tick marks across the bottom of the box and label several-according to your heading-related to your sketch.

SKETCH OF OBJECT OR PHENOMENON



3. Did the object (phenomenon) appear to move relative to your aircraft's window frame(s) during your sighting? (check one)

No Unsure Yes

If "yes" please use a dashed line to indicate this apparent motion in the box to the right. Mark an "a" at the location object was first seen, a "b", "c", etc. for subsequent locations. Be sure to include aircraft window frame(s) if present to allow angular estimates to be made. For uneven, jerky motion try to place the "a", "b", etc. at one-second intervals.

SKETCH OF OBJECT'S APPARENT MOTION

I could not see the object until it set down on the ground and we were ordered to go back and over fly it.

4. Did the object (phenomenon) appear to move relative to any stable background detail during your sighting? (check one)

No Unsure Yes

Basically, we were vectored by ground radar to check on a disturbance at a nuclear missile site. While flying at F2200 my nav crew picked up an object coming toward us at a high rate of speed. The object stayed a mile or so off our right tail, then moved behind the aircraft to the left side where it stayed until about 10 miles from the runway.

4.1 If the object appeared to move please estimate its apparent angular velocity.

Deg/ Sec. Motion seen in relation to:

4.2 Did the object move behind in front of (circle) anything?

No

Unsure

Yes

Our aircraft radar showed it moved behind us from right to left

4.3 Did the object (phenomenon) appear (check)

Solid

Transparent

Couldn't tell

4.4 Did you observe the object through (check)

Binoculars

Telescope

Camera viewfinder

Other: Aircraft windshield / Aircraft radar

4.5 About how large did the object appear as compared with one of the following items held at arm's length? [Note: The equivalent visual angles are based upon an average arm-reach distance of 26"].

Equiv. Visual Angle

Head of pin [0° 4.1'] (Assume .031")

Pea [0° 8.2'] (Assume .062")

Dime [1° 31']

Nickle [1° 47']

Quarter [2° 3.9']

Half-dollar [2° 37']

Baseball [6° 17']

Grapefruit [10° 53'] (Assume 5" diam)

Basketball [20° 10']

Other: Radar skin paint was 5-6 times as large as that of a KC-135 / on the ground it appeared to be very large.

(If object changed size during the sighting just place a "1", "2", "3", etc. in the boxes to represent the order in which the size change occurred).

4.6 How certain are you of your answer to question 4.5? (check one)

Very sure

Fairly certain to be very large.

Not very sure

Uncertain (only a guess)

4.7 Did the object (phenomenon)? (check all that are appropriate)

(a) Change shape No Don't know Yes

(b) Flicker, throb, pulse No Don't know Yes

(c) Break up into parts or explode No Don't know Yes

(d) Suddenly accelerate No Don't know Yes

(e) Give off smoke, vapor, trail No Don't know Yes

(f) Appear to stand still whole time No Don't know Yes

(g) Change color(s) No Don't know Yes

(h) Appear on your aircraft's radar No Don't know Yes (If "yes" elaborate)

(i) Appear on any ground radar No Don't know Yes (If "yes" please elaborate here: Scanned photos taken at aircraft radar)

4.8 Did you experience any buffeting which you think was caused by the encounter?

No

Possibly

Yes (If "yes" elaborate)

Ground radar vectored us to the object two times

5. How did the object first become noticed?
(check all appropriate boxes)

- It was already present and I happened to look at it.
- Someone else saw it first: [Give name: _____]
- It suddenly appeared at or near where I was looking.
- It gradually faded into sight where I was looking.
- Other (specify): Ground radar vectored us to the object, and then our aircraft radar picked it up.

6. How did the object disappear? (check all appropriate boxes)

- I looked away and when I looked back it was gone.
- It suddenly disappeared from sight for no reason, i. e., it didn't pass behind a cloud, etc.
- It gradually faded from sight without changing size.
- It faded from sight by becoming smaller and smaller.
- It faded from sight (apparently) by travelling away.
- Other (specify): It stayed on the ground and we flew away from it.

7. What distinguishable detail(s) did you see on or nearby the object? (check all appropriate boxes)

- None
- Sharply defined edge(s)
- Fuzzy edge(s)
- Darker porthole-like areas: [Shape was _____]
- Lighter intensity portholes: [Shape was _____]
- Seam(s), rivets, etc.
- Markings
- Atmospheric effect(s): [Describe _____]

8. Did you notice anything unusual happen in the cockpit just before, during, or just after the sighting? (check one)

- No Unsure Yes

If "yes" describe as fully as you can.

UHF radios became inoperative

9. What do you think made the object visible? (check all appropriate boxes)

- It reflected ambient light (sun; moon) (circle)
- It emitted its own light (If checked elaborate on colors, brightnesses, etc. seen) Dull orangish

color of main body, smooth metallic appearance of crescent shape and tubular connection,

10. Where was the Sun Moon (circle) during the sighting?
green, yellow, and other colors

- At ? degrees elevation above horizon, and at ? degrees bearing relative to aircraft heading to Right Left (circle one).

11. If you experienced any physiological sensations during the sighting check all appropriate boxes to the right.

- Eye strain due to very high brightness _____
- Eye strain for any other reasons: [Explain _____]
- Tingling sensation(s): [Body location _____]
- Mild pain: [Body location _____]
- Intense, acute pain: [Body location _____]
- Heat _____
- Odor(s): [Describe _____]
- Tastes: [Describe _____]
- Sounds: [Describe _____]
- Other [Fright]

If you experienced any non-normal sensations within 24 hrs after the sighting please place an X at the right of the appropriate line(s) provided.

12. What do you think the object (phenomenon) was? Be as precise as possible including whatever supporting facts you desire.

Unknown

13. Have you ever seen anything while flying or on the ground that you thought was an unidentified flying object prior to this?

- No Unsure Yes (If "yes" please give details: _____)



Part II. AIRCRAFT FLIGHT DETAILS: (Spatial)

14. Where did you take off from? Airport Name (Initials): Minot AFB
 Lat. _____ ° _____ ' _____ " N S; Long. _____ ° _____ ' _____ " E W (if known)

15. What was your intended final destination? Minot AFB
 Lat. _____ ° _____ ' _____ " N S; Long. _____ ° _____ ' _____ " E W (if known)

16. Sighting location. Where were you when you first sighted the object? Be as precise as possible. 10 miles from MAEB runway

(If appropriate, specify)

Lat. _____ ° _____ ' _____ " N S;
 Long. _____ ° _____ ' _____ " E W

From _____ VOR _____ RADIAL _____ DME

Elaborate if necessary: _____

17. Check box to indicate where you were during the sighting.

- Taxi to takeoff
- During takeoff
- Climb to cruise altitude at [_____ ft/min]
- At cruise altitude of [20,000 ft]
- Descending for approach to land at [_____ ft/min]
- Final approach (i. e., within outer marker)
- Landing or rollout

Other: [Specify Overflow the object when it set down]

18. Check all appropriate boxes to indicate what you did as a direct response of sighting the object (phenomenon).

- Nothing that was not already planned
- Changed heading by turning right left (circle)
- Changed altitude by climbing (descending) (circle)
- Took immediate evasive action [Describe _____]

(Please elaborate on all items on the opposite side if necessary)

- Turned my landing lights on off (circle)
- Used my radio to contact: [Specify whom _____]

- Changed my power setting
- Pointed it out to [Specify name(s) _____]

- Attempted to follow chase (circle) it for the following reason(s): [_____]

Other: When it appeared the object was staying with us I decided to descend to MAEB for landing even though I could not get radio permission to leave FL200

19. Please use this space to add any other details/observations/facts that are related to the geographic/spatial location of your sighting.

Part III. AIRCRAFT FLIGHT DETAILS: (Temporal)

DATE OF EVENT: 24 Oct 1968

20. When did you takeoff? _____
 AM
 PM (local) [GMT _____ Z]
 Time zone Daylight savings
 Standard time

21. When did you plan to land (scheduled)? _____
 AM
 PM (local) [GMT _____ Z]
 Time zone (if different from above)

22. When did you first see the object (phenomenon)? 3:35 AM (local) [GMT _____ Z]

23. When did you last see the object (phenomenon)?

about 4:00 ^{AM} PM (local) [GMT _____ Z]

(Calculated total sighting duration)

[30 min sec.] Comments: _____

24. What did you look at (or do) to determine the above times?

- Looked at my wristwatch: [Est. accuracy to _____]
- Looked at cockpit clock: [Est. accuracy to _____]
- Radioed to crewmember for time
- Radioed to ground for time: [Info. rec'd. from _____]

I did not determine initial final (circle) time(s)

Other: Cockpit - Controller recordings

25. Did you have any indication (real or imaginary) of a loss of time, i. e., a period for which you cannot account?

- Possibly yes
- Definitely yes: [Elaborate _____]

- Unsure but probably no
- Definitely no

26. Did you land at your pre-planned or scheduled time?

- Yes (within normal tolerance limits)
- No: [Please explain why _____]

Landing delayed to check on object in the air and then to overfly it as instructed after our radios became operable after the object set down on the ground and we separated from it.

27. Use this space to add any other details/observations/facts that are related to the timing of your sighting.

Part IV. SIGHTING AIRCRAFT DETAILS:

28. Type of aircraft (check)

- Single engine
- Multi engine (no. 8)
- Propeller
- Jet
- Rocket
- Glider
- Balloon

29. Model name/number/airframe mfr.

Boring B-52H

30. Aircraft registration number.

31. Airline name (if appropriate).

32. Scheduled flight number.

33. Object (phenomenon) was seen through the following window(s).

Pilot's cockpit window

34. Describe as precisely as you can the apparent clarity/scratches/etc. of these windows.

Clear

35. About how familiar were you with this particular aircraft and its "peculiarities" of flight control?

- Very familiar: [I had about Several hundred hrs. flt. time]
- Reasonably familiar: [Comments I was an ICP on a Standboard crew.

36. Use this space to add any other pertinent details about the aircraft in which you were located during this sighting.

This plane was designed for delivering nuclear bombs.

37. What was your indicated airspeed?

? _____ mph knots (check one)

38. What was your ground speed (if known)?

? _____ mph knots (check one)



Part V. WEATHER DETAILS:

39. I obtained the following weather information from: (check all that apply)

- Flight service station
- Terminal forecast
- SIGMET or AIRMET
- FD (winds-temp. aloft)
- Other: _____

40. Visibility and clouds: (check)

- Clear (visibility greater than 15 miles)
- Clear (visibility from 3 to 15 miles)
- Broken clouds - sky cover in tenths was _____
Cloud type(s): Cumulus
 Stratus
 Cirrus
 Other: _____
- Heavy overcast below _____ above (circle) my aircraft
- Flying in clouds at the time
- Other: Haze where the object appeared on radar.

41. Did you file a flight plan? (check one)

- No
- Yes

42. Were you flying: (check one)

- IFR
- VFR All flights were IFR

43. Sky condition was: (check one)

- Bright daylight
- Dull daylight (slight overcast, smog)
- Twilight
- Trace of daylight
- Dark - no Moonlight
- Dark - Moonlight present from: Full
 3/4 visible
 1/2 visible
 Crescent
- A few stars visible
- All stars visible (very clear)
- Don't remember

44. Outside air temperature was: _____ TAT = _____

45. What was the wind direction and velocity?

46. Use this space to add any other details about the weather at the time and location of the sighting.

The night was clear with good visibility, but when I tried to see the object at 20,000 ft. all I could see was haze where I was told to look. It may have been behind my line of vision.

Part VI. EYEWITNESS DETAILS:

[Note: This information will be kept confidential unless you indicate in the space below that it may be disclosed publically.]

47. Your full name:

Bradford Runyon Jr.
First Middle Last

48. Your mailing address:

Street City/Town State/Province zip

49. Your age at time of sighting: 26 yrs

50. Your sex: (check) Male Female

51. Occupation: USAF Pilot at that time / Prison Guard

52. Marital status: (check one) Single Married Divorced/widowed

53. Telephone: area code [] number []

54. Highest education level: Bachelor of Industrial Engineering

55. Describe military aviation experience (if any):

Nearly 7 years in USAF

56. During the sighting were you wearing: (check)

- Prescription eyeglasses (no tint)
- Prescription eyeglasses with tint
- Contact lenses
- Polarizing sunglasses only
- Non-polarizing sunglasses
- No eye-glasses of any kind

PLEASE READ CAREFULLY

[Sign one of the two statements that expresses your wishes.]

"I hereby permit my name to be publically associated with the information I have freely given on this 6 page form"

Bradford Runyon Jr.

"I do not permit my name to be publically associated with the information I have freely given on this 6 page form"