

## *Sign Oral History Project*

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

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

Date: 25 February 2005

Interviewer: Thomas Tulien

TRT: 1:42

Format: M-DV (2)

Copyright: AFS/Dialogue Productions LLC, 2545 Pillsbury Ave., Minneapolis, MN 55404  
Transcription by James Klotz with additional editing by Thomas Tulien.

---

#### **NOTICE**

This is a transcript of a tape-recorded interview conducted for the Sign Oral History Project and is essentially a transcript of the spoken, rather than the written word.

#### **RESTRICTIONS**

This oral history transcript may be read, quoted from, cited, and reproduced for purposes of research. It may not be published in whole or part except by permission of the copyright holder.

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 (pages 28-39).

**BR**    **Bradford Runyan**

**TT**    **Tom Tulien**

[Tape start] [...]

TT    Let's see it's 25 February 2005. OK, I know we have done this before but let's get some background. Your dad was a coalminer, or rather, he had his own company...

BR    Yes. He was a full operator. He had his own coalmines. Matter of fact, he had his own coal mine when he was 17 years old.

TT    Really.

BR    Yeah, had several employees and plus he had two years of college.

- TT So was his dad in the business too?
- BR No, his father was a Postmaster.
- TT How did he get started so early?
- BR I don't know, I guess it was just a way to make money. He got married early and he had to support his family. But anyway, I graduated from High School, I went to college at the University of Florida and there I went through engineering school but I enjoyed my ROTC classes. So, I ended up joining the Air Force right after college.
- TT Was the draft going on then?
- BR The draft was going on then—
- TT Was your number coming up?
- BR I had no idea, it didn't concern me one way or the other. I just enjoyed my ROTC classes so if there would have been a draft or not I probably would have joined the Air Force.
- TT Yeah because a lot of guys knew the draft was coming up, and they joined the Air Force just so that they would have some choices for going in. A lot of the ground witnesses in this case...
- BR Yeah.
- BR Well another thing is, all the Air Force instructors really impressed me, and you know just the quality of people so I never regretted anything in the military because we do have such high quality people in the military. But anyway, after college I went to pilot training in Del Rio, Texas, and then B-52 school at a Castle at Merced, California.
- TT When you say pilot training what did that involve?
- BR OK, well that involved three different airplanes a T-41<sup>1</sup>, which is a souped up Cessna 172.
- TT Trainer?
- BR Yeah a trainer, and then a T-37 twin engine jet trainer<sup>2</sup>...which the instructor sat side by side in the cockpit with the student which, you know, made it real good because he can talk directly to you besides over the intercom or earphones whatever. So then after that then we have the T-38's<sup>3</sup> which is a supersonic jet trainer, but the student basically sat in the front seat and the instructor sat behind so all communications were done over the radio in that airplane, which made it a little more difficult. But that was a fun airplane to fly...
- TT It was it like an interceptor?
- BR Well the fighter version was the F-5 but the airplane had such a high power to weight ratio that at that time it held the world climb speed record. From brake release to 40,000 feet was under two minutes. I mean, that's really moving. So then several times when I was out by myself, I would get lost, couldn't find my way back to the base and I would always have to get a FAA Controller to head me home so I figured I ought to fly an airplane that had navigators. I requested the B-52 and had two navigators, so ended up, I got my request and went to Castle Air Force base in California at Merced, California for

- the B-52 training. After that my next assignment was at Minot, North Dakota—stopped by Fort Worth, Texas for nuclear weapons school on the way.
- TT Which involved what?
- BR Basically, well the design and operation of some of our bombs.
- TT Oh, so you understood the whole technology.
- BR Yeah, pre-fighting them and various kinds of things—it's a couple weeks, two-week school. The Air Force asked me where I would like to be stationed for my first assignment and I requested the southeast because I went to school in Florida and had relatives there and then they said "Well, in case there's nothing there, what's your second choice?" I said the middle south; it's still close to home, its still warm weather and they said, "What's your third choice, and I said well the southwest..."
- TT (laughs) the Canadian border...
- BR Yeah I can't stand cold weather so I'd like to go someplace warm so, they said "Well then report to Minot at the end of January."
- TT (laughs)
- BR ...then so, well, you know, it could have been in the summer...
- TT End of January, worst time of the year.
- BR Yeah, someone got a kick out of that I'm sure—it wasn't me. But I was glad I went to Minot. For one thing, the people there in North Dakota have a saying, "40 below keeps the riff-raff out." And it does. They're the highest quality people that I've met. They're real fine people. And the base is sort of isolated, there is not a whole lot of traffic up there so we pretty much just do whatever you want, you are just pretty much on your own up there, fly wherever you want to go and don't have to worry about a lot of traffic. Anyway I ended up in Minot, North Dakota for two or three years, and I ended up on a Stanboard crew after a while.
- TT Do you start out in a non-ready crew?
- BR No, actually I got checked out, oh, fairly soon and I went to an E-crew, I don't even remember what it stands for but it was above a ready crew but not the best. And Lt. Colonel Poole was my first Aircraft Commander. He was an instructor pilot, so I guess that helped me too. I was with them until Stanboard needed a co-pilot and they asked me to go to Stanboard.
- TT Was that with Cagle?
- BR No, I started out with a Major Copperthide [sp?] and he left fairly soon after I joined his crew, you know, he got another assignment. And I ended up on Don Cagle's crew while I was on Stanboard.
- TT Over a period of what time did those changes occur? What was the year that you went originally was it late '66 or early '67?
- BR I would say early '67...
- TT Yeah. Oh January you said.

- BR Yeah, and then I stayed until '69 and then got transferred to Carswell down in Fort Worth Texas<sup>4</sup> to go overseas to...
- TT Arc Light.
- BR Yeah, for Arc Light.
- TT So you were stationed at Carswell for that—for six month TDY's or something?
- BR Well, it was a permanent change of station so I stayed there for two or three, four years. But then that base had the D model airplane and they were rotating with other units, sending, not the whole base, but a few crews at the time—they kept several crews over there.
- TT Did you have to retrain on the D?
- BR Not really. I was already checked out on it from Castle. That's what I learned in was the D.
- TT So when you came to Minot though you probably had to go through a training program?
- BR Yeah it was just a few changes. Actually the H model is much simpler airplane and actually it was easier to change over from the D to the H than it would be to go from the H back to the D. One thing, the H didn't have the water injection, it just didn't have a lot the complicated stuff that the D model had.
- TT What was that water injection for just to cool the engines?
- BR No, it added mass to the fuel and it would run for a couple of minutes, so you hit the water injection just prior to takeoff, and your power increased from 8,000 pounds to 12,000 pounds thrust per engine—
- TT Wow.
- BR —and whenever the water ran out, usually you had enough water to get your gear and your flaps up and just as soon as the water ran out the airplane just died. I mean it felt just like you shut the throttles off. And with the H model, it was different, with a full load you set—you had a thrust gate because the engines were so powerful you could tear the wings off of it. So in the wintertime, I remember fully loaded you would set the thrust gate for about 65% power—we took off at 65% power then once you get airborne and get your gear up and your flaps up and the airplane's streamlined, just gradually increase your power on up to 100%. Instead of the engines dying then they really come to life.
- TT Oh, so that was a big improvement.
- BR Oh I tell you it was really amazing. Yeah, with lighter fuel load it would climb like a fighter. It was great.
- TT What was the basic mission at Minot?
- BR That was during the Cold War so we were a nuclear deterrent up there, and we had airplanes flying airborne alert different time periods, and so we would have at least one airplane over a certain orbit, you know well up north—
- TT So you were doing airborne alert essentially?
- BR We had ground and airborne alert.

- TT So you had three types of alert? (Laughs) well you were always on alert essentially.
- BR Well you had your normal ground alert which is, you know, seven, up there it was for a seven day period. You'd stay basically in an alert facility where you're right with the airplanes so you have quick reaction time. And at the end of your seven days you'd have usually four days free time, then you'd fly a couple of training missions, then go back on alert again. But then different bases would have the airborne alert, it was a rotational thing, and at certain time periods we would have airplanes flying airborne alert, we would have planes in the air 24 hours a day loaded with nuclear bombs, and other airplanes would still be on ground alert at the same time and other people would be flying training missions.
- TT And those airborne alerts were 24-hour alert periods?
- Br: Yes, well actually it was, we were on station for 12 hours but it would take us 6 hours to get there, 6 hours back, and I believe it was, you know, with Don Cagle when we were flying airborne alert one time we had a big problem with Northern Lights. I mean it was—
- TT You're up around the pole, the North Pole...
- BR Yeah we are up around the North Pole.
- TT Yeah, all the way down to Greenland you were flying?
- BR Yeah we would, we had a big, a big loop down there where we just orbited but Greenland was the closest place you know, for two hundred miles away we could see the lights of Greenland. But we were unable to get our fuel due to the Northern Lights this one time but still, being an H model, we were able to spend our 12 hours on alert. And then, six hours back home, then one of our gear wouldn't come down on one side so we had to burn off fuel to get our weight down plus we balanced the airplane. So we ended up flying thirty hours and still had twenty tons of fuel left. I thought it was pretty amazing.
- TT What happened with the landing gear?
- BR It just did not come down.
- TT So you landed without it.
- BR Oh yeah, you know, B-52's have so many backups, have 8 engines, have extra engines, have extra landing gear.
- TT So those landing gear actually had the ability to adjust to cross wind.
- BR The wings are so wide, why then, if you have a cross wind you either crab into the wind or lower your wing or do both. You know you can't lower your wing on B-52's because the wing tip would hit before your landing gear would so you just crab into the wind, but then you can't land with the gear sideways, so you crank your gear around to line up with the runway.
- TT Yeah, it's amazing.
- BR It really is.
- TT That was a real secret, wasn't it for a long time.

- BR Uh huh, course you wouldn't want to crank the gear in the wrong way that—
- TT Oh that would be a little bit concerning wouldn't it? I mean when you were landing, were you always making those adjustments with the landing gear or only when there was bad weather?
- BR Only when the wind exceeded a certain amount. Actually it depended on the weight of the airplane too. We landed, we took off and landed at Okinawa one time with a 45 knot direct cross wind in pouring rain and several of the planes aborted but we reached a speed where we couldn't abort before we got into trouble. As we got the weight off our landing gear our gear or tires were squalling sideways—we were being pushed sideways off the runway, but we got airborne before we hit the dirt I guess.
- TT Oh yeah. How often did you do the seven-day alert, ground alert?
- BR Well, we were sort of short on crews about all the time so usually it was about every other week. Yeah, up to two weeks a month.
- TT Wait, you'd be sitting inside that building stuck all day?
- BR Well no, you have, still have the run of the whole base. But still you have to be able to be back and have your engines running within a certain amount of time. But, the alert facility had study rooms, games and you could do a lot of things, we could go to the officers club, go swimming, go to the movies.
- TT Oh so it wasn't as bad as being locked up for seven days.
- BR No, and they had the best food, I gained weight every time I went on alert...
- TT Oh yeah (laughs)
- BR ...you know, they not only had high quality food, but had a whole lot of it too. You could do all your studying, your mission planning there.
- TT So, but you had to listen for the klaxon constantly?
- BR No, not necessarily
- TT What if they pulled an ORI or something?
- BR We had alerts usually about once a week. The horn, the klaxon would go off, maybe in the daytime, maybe at night and you'd have to run out and start your engines and be ready to taxi. Or if you didn't get a message telling you not to taxi soon enough, you'd go ahead and taxi out and you get a encoded message—have to check to see if this says “go ahead,” or “stop,” or whatever. But yeah, we had the ORI's at least once a year and then maybe you'd have what they called a “BAR NONE” or “BUY NONE” which wasn't as full blown as an ORI. You would have one of those during the year also, but you would have to have evaluators fly with you and fly out on a mission just like you were going to war. Seemed like it always happened at night and you were always having to fly at night.
- TT And your training missions were really just for proficiency?
- BR Yes, to prepare you to go to war. It usually included high altitude navigation for the navigators, air refueling for the pilots, and low level bomb runs, high level bomb runs.
- TT Explain low-level bomb runs. What would be the training there, or the process?

- BR You reach a certain point like if, at that time, if we'd had to go to war with Russia—if you flew the high altitude all the time, why then their radar would pick you up. Well in advance we would reach a certain point, then we would penetrate to low altitude and fly as close to the ground as we could using our terrain avoidance radar, basically you know, in practice about four hundred feet above ground. In an actual war we would have probably gone lower. So, then you'd have radar bomb scoring sites and at the end of the track, you might be low level for an hour or two hours, then you have bomb drops and you'd see jamming and so then they would be scored on certain things too.
- TT And those are at certain locations where they'd have equipment set up to test against?
- BR Yeah.
- TT Like St. George was one—
- BR They were all over and they changed and we didn't use the same route all the time, you know so we'd practice on different terrains.
- TT Right. So let's go to October '68 then. Do you remember that training mission?
- BR No. Basically, they were all the same type of stuff, I just remember on that one we had extra pilot for the familiarization ride in the different model airplane.
- TT How often did you do that, where you had other pilots onboard? I thought the Stanboard a lot of times they went onto the other flights...
- BR That, that's correct.
- TT So this is kind of a unique situation.
- BR It was, it was unusual. Usually, Don Cagle would fly with their crew and then maybe the next day they would give a check ride, you know, with another crew—or maybe two or three days in a row, but, probably Major Partin—I think he was Major Partin at that time— probably didn't have his own crew just yet, but he was a highly qualified pilot already, he just needed, he'd already had some rides in our airplane and he already knew the differences but probably he just needed to be checked to make sure.
- TT Oh, on the H model.
- BR On the H model, and so it was just probably a convenient thing instead of—our crew had a training flight scheduled so they probably just stuck him on with us to let Don Cagle check him out to make sure he was qualified.
- TT Would he have flown the plane the whole mission?
- BR Probably not, I can't remember. Probably Don Cagle and I did most of the pilot stuff because we have air requirements we have to get in also, so probably Partin just got in the left seat for certain things you know. But I can't remember, he might have been in the left seat the whole time, Don Cagle might have been right seat, being an instructor pilot he could fly either seat, he knew the co-pilot's duties as well as the pilot's duties, and I might have sat in the IP seat for most of the ride. I just can't remember. But I do know at one point that I was in the co-pilot's seat with Partin.
- TT at the end of it there—
- BR Uh huh, at the end.

TT So when you penetrated Minot do you remember where you were coming from when you came back to Minot?

BR No I don't.

TT What would be a reasonable guess? I mean you had Partin on there you're checking a pilot out so you're probably doing a lot of low approach and penetration stuff?

BR Well probably, I think we did some high altitude work probably some vertical S's, maybe some steep turns you know, maybe some 60 degree bank turns...

TT So that's way out, at 20,000?

BR Right, at higher altitude, like for the vertical S's we might have gotten a block from 20 to 30; or 30 to 40,000 feet for that.

TT And that's what?

BR Just, you know, go up and down, certain air speeds, certain rates of descent...

TT ...so you would drop the thing and then bring it back up...

BR Uh huh, and then do 60-degree banking turns, that's high altitude...

TT But you're up above 20 doing that.

BR Oh yeah we are probably at 40,000.

TT So nobody could even see you up there.

BR No.

TT You don't have your landing lights on?

BR No, huh-uh.

TT ...so there's no way anybody would even know you're up there.

BR No, no way, and we were probably not over our base anyway—were out in the middle of nowhere. So yeah, the higher the altitude the harder it is to hold the airplane up in a steep bank. Like in Vietnam, we were bombing at 45,000 feet and it's all that you could do once you released your bombs to make yourself to bank 45 degrees and hold your altitude.

TT Oh in that big plane.

BR Yeah, and with the little engines, didn't have enough power to hold you up either.

TT Oh, once you got the H model and all that—

BR: Yeah.

TT What was the other closest airbase to you at the time?

BR Probably Grand Forks.

TT Did you ever go over there and train?

BR Some of the crews did—I don't remember ever doing it myself.

- TT The only reason I bring it up is I think Pat or Don, someone mentioned that they thought maybe you were coming from Grand Forks.
- BR It, it is possible and like you said, we did have another pilot, so maybe Don let him shoot some approaches over there. I just don't remember, but personally I never did myself, I don't think.
- TT There's still a question of when you guys got back to Minot because the first time we know where you are at, you're already down around the base—in the transcript when that starts down around the base. So there's still a question of how long you were there prior to that. It sounds like you were either way up at altitude or...
- BR Right, yeah.
- TT So, why don't you just walk us through what you recall of that experience?
- BR OK, well, undoubtedly I was already in the co-pilot seat and Partin was in the Aircraft Commander pilot seat and we were climbing out of. Actually, the first thing I remember is that we were going out to a certain point, and from the transcripts I found out that we weren't already at 20,000 feet, I thought we were already at 20,000 feet and then I requested a certain instrument landing approach, I think it's a TACAN landing approach, and the controller requested that we check for something.
- TT At that point you were in what relationship to the base?
- BR Well, we, we were flying away from the base going northwest, going out to a point to start our TACAN penetration.
- TT So you need to be a certain altitude to do that?
- BR Yeah, most of our approaches began at 20,000 feet. So I'm sure I requested clearance to 20,000 or Flight Level 2-0-0, which at 18,000 feet then you reset your altimeter to two-niner-niner-two [29.92]. Above 18,000 feet everyone is flying with the same altimeter setting so it keeps your distances, your vertical distances proper because there is so much variation in altimeter settings. On a cold day at low air pressure, they can be 2,000 feet off.
- TT So at this point do you request directions out?
- BR Yeah, well I'd requested a certain approach and I'd requested Flight Level 2-0-0, a certain instrument approach, and one of the controllers just came over and said "while your flying..." or something, "we would like for you to check on something out in this certain area" and of course it didn't have it on the readout but either I thought it in my mind or I made mention of the fact that we had been flying for ten hours and we were tired, we'd like to land but if it was important and, maybe this was just in my mind, but I'm pretty sure I said, "if this is important we'll check it out," and they said "well, we think it's important," and so I said "well give me a heading," and either they gave me a heading or we were already headed in the right direction, I don't know. As an afterthought I asked "what are we looking for?" and they said, "well you will know it if you see it," and after that someone mentioned that maintenance people have been seeing UFOs again. Anyway, we are just flying out towards the TACAN penetration point, so the ground controllers told me to look out at my 1:00 position, that I should have something out there and I couldn't see anything, and then shortly thereafter, the

Navigator told me that we had something off our right wing at 3 o'clock and of course I am looking there too, and I really can't see it, I think that...

TT At that point you are in what direction in relation to the base?

BR OK, we're still flying away from the base and we still haven't reached our TACAN penetration point. So we're flying out through there with the object showing on radar, and I don't know whether it blended in with the night and the clouds, haze or whatever we had. I don't know why I couldn't see it, but I looked where he told me to look, but maybe it was above or below. Basically, I was looking sort of straight out, I felt like that's where it was. And so we reached our penetration point and our radios had quit working when the object got in close to us. I'm not sure just at what point I realized that we couldn't talk to the ground, but we made our turn and penetration back towards the base and departed our altitude without receiving permission, which bothered me at the time because it was basically illegal to change your altitude without approval beforehand. So anyway the navigator...

TT At that point does radar approach control have you on their radar system?

BR Oh yes.

TT They do, all the way out there?

BR Well I don't know which one would have us, I mean, one will have us a certain distance out, and then like for our precision approaches, they would hand us off to someone that—whose radar is closer in for the precise...

TT Oh, OK, they have a couple of different systems there—

BR Yeah.

TT ...for the approach systems.

BR Right Tom. So, sometime maybe during the turn, or later after we headed back in, then the Navigator mentions that the object has moved over to the other side of the airplane, and at one point, I don't know if it was then when it came in real fast, or the first time, then it came in real fast. I know that Pat McCaslin said that he didn't raise his voice but someone raised their voice which, you know, it might have been me (laughs) I don't know. But I was a little bit excited there because by the tone of voice that someone said, and like I said, maybe it's just in my mind, but I felt the thing was closing too fast to stop. In pilot training I've had a couple instances where I closed too fast to stop and ended up on the other side of the airplane. Without my instructor having been with me I would have gone through the other airplane. It sort of concerned me, because when an airplane is closing on another one, I mean, you can bank and try to stop but sometimes if your close rate is too fast, it's hard to stop an airplane.

TT Yeah.

BR So then we are penetrating, flying the instrument approach—

TT Let's, let's just stop a second and let's just clarify you have a headset communication with intercom system with the rest of the crew so everybody is listening, hearing what's going on. Let's talk about that excitement a little bit. Do you remember the communications exactly?

- BR No I don't, but I thought that one of the navigators, and Pat said it wasn't him, so it could have been Chuck Ritchey—the way they raised their voice, I thought that they thought that a collision was imminent. And then it stopped dead without hitting us.
- TT And you still couldn't see anything? Were you still trying to look out there?
- BR Well, I don't know, maybe I was thinking about ejecting really (laughs).
- TT Well, plus you're flying the plane without communication capability so I imagine you were little concerned.
- BR Yeah, but as far as the other crew's positions were concerned, yeah, I think they could monitor all the radios also. And we had a selector if you wanted to transmit on a certain radio, then you select that radio, two different UHF radios and an HF radio.
- TT Ah, so you could switch between them.
- BR Uh huh, but I believe all the positions could probably monitor them all at the same time also.
- TT Then there's an HF onboard too?
- BR Yeah, high frequency that we can—we're over the North Pole we can talk to our headquarters with that radio, yeah.
- TT But I understand that's in the EW's position?
- BR Well, he monitored it most of the time because as the co-pilot I was having to talk on the two UHF radios, and I might have two different controllers talking to me, and maybe at the same time. But when we were flying over the North Pole, why then the co-pilot monitored the HF radio. I talked on it too but in the local area the co-pilot just used the two UHF radios. And, sometimes when we were in the area we would put one on channel nine, which was the Command Post frequency if we wanted to talk to them or anything, and then the other one...
- TT The Command Post was SAC headquarters?
- BR No it was separate, just our local—
- TT Bomb Wing?
- BR —headquarters. Yeah. So if we were on alert we probably had both radios on channel nine then so we could get our messages from the Command Post. But in this case I had at least one radio, if not both of them on the Ground Controller's, or the Approach Control, radar people's frequency.
- TT And you must have tried to change frequency because you could hear them, right?
- BR Right.
- TT Were they giving you other frequencies to switch to?
- BR Yes they did after awhile. At first they just told us if we could read them to Squawk Ident. So, you know, the aircraft commander just hits a button and we already had a certain code set in. So it just flashes on their radar.

- TT So there's just a blip on their radar screen identifying your location and it basically identifies your code.
- BR Right
- TT How long does that remain on their screen? For a while and then fade out, or does it just flash up?
- BR I think it just flashes for a few flashes maybe. I don't know for sure. It does not continually flash I'm pretty sure of that.
- TT Yeah.
- BR So then they received that, but we still couldn't talk to them and so they just said if we were having an emergency or having any serious problems then to squawk another code and we didn't, so they figured we were all right. But we had had several B-52's crash and so they were concerned.
- TT Yeah, they had one two weeks prior to this incident, one that crashed out in front of the runway coming in on a penetration. We have the report on that.
- BR OK. That was, I don't remember which one that was that was. That was probably Colonel Poole, my first aircraft commander, that's the one I told you that the co-pilot shut the boost pumps off to the engines on one side.
- TT Yeah, yeah that's what they said in the documents, they were interested in your radio communication problems because of that.
- BR Right.
- TT Never quite understood what that meant. Maybe there were some radio communications problems with their flight too?
- BR Well, they did have problems and Colonel Poole had gotten out of the aircraft commanders seat to go back and work on things. He reset some circuit breakers and got their communications back, he repaired you know, with his knowledge, he was able to correct whatever the problem was. And the co-pilot, who really wasn't fully checked out yet, was left in the seat by himself. So Colonel Poole really didn't see him make some of the changes that he did, and well, anyway it caused them to crash. Colonel Poole had been overworked which, he was supposed to have retired a year earlier but they were short of instructor pilots and they wouldn't let him out even though he already had 22 years in. So he had to stay another year and the last couple of weeks that he was there he flew just about every day as an instructor. I'm sure he was worn out and his fatigue might have been a contributing factor to this. But they were making penetration in weather and the attitude indicator went out so he had to fix that, because its hard to fly an airplane in weather you know, not knowing whether you're level or...
- TT So how long did it pace your airplane?
- BR Well, it was several minutes. It was with us going out away from the base and it was with us for a few minutes anyway.
- TT You say going out from the base, but actually, at what point did you pick it up, and then you had to do a 180 to come back. Do you recall it being with you that whole time?

- BR Yeah, oh yes it was with us, well—actually the ground controllers told us that we had it at a certain position and, like I said, we were headed out away from the base to this TACAN penetration point and then the navigator had it there, and it stayed with us for, well say ten miles anyway. At least, going that way—going out. Well then we had to make our turn and come back and start our penetration and it never left us, it was with us all the time—
- TT I think I missed something here. On your way out it was with you for quite a while?
- BR Yes, it was with us for several minutes going out because I was concerned about what to do, and then our radios were out and I couldn't talk to anybody on the ground. Like I said, we basically just made the decision to go ahead with our penetration and land without permission to leave our altitude. Well, so it had been with us for a while before we made that decision and we were concerned and we figured we might just as well head back to the base. So we turned back, and I don't know if it was a 180 degree turn or a 100 degree turn or what, but basically we reversed our course and went back to the base and made our penetration and instrument approach, and at one point the navigator called and said it's set down on the ground. I don't think he said it had left us, but he was pretty sure it had gone down and set on the ground.
- TT Yeah, he thought it dropped through the radar—
- BR Yeah, and I'm not sure at that point whether he said that we were 10 miles from the base or whether I looked at my DME on the TACAN—it shows us our distance, but either I was told or I noticed myself that we were 10 miles from the base, and I think that we were at 14,000 feet but that could be wrong. I read the transcript, I said that it was with us from 200, meaning flight level 200 to 14, and I was talking about the altitudes then so I'm sure I meant 14,000 feet. It could have been 14 miles but I'm pretty sure that the Nav team or I would have noted the mileage was 10 miles from the base.
- TT Yeah. So it stayed with you 20-25 miles.
- BR Yes or longer.
- TT Do you recall the amount?
- BR No. It might have paced us for four minutes going outbound before we even turned and started penetration but I don't know how far out that penetration fix was, but I thought it was 35 miles out from the base. It was with us from there until 10 miles from the base.
- TT Yeah, 25 miles.
- BR 25 miles besides the, probably 10 going outbound, or more, and then it takes the B-52 several seconds or minutes to make a turn, it doesn't just whip around.
- TT Yeah, it must be a pretty wide turn...
- BR Yeah, right. We just use a 30-degree bank angle so you cover a lot of territory when you are turning.
- TT Yeah I mean does it take two minutes to turn that thing 180?
- BR I would say it would—
- TT So at some point it dropped down and then what happened?

BR Well then our radios came back in and well actually just as soon as the Navigator told me that he no longer had it, that it had dropped off his radar I checked in with the Approach Control and told them basically that their UFO wasn't with us anymore, and that our radios were working and they told me to try another frequency or two, and we tried that and stayed on their best frequency. So as we were making the approach I think that we had in mind to land because we were sort of fatigued, mentally and physically too, but we received instructions over one of the radios and it said that such-and-such general wanted us to fly back out and over fly over the object and see what we could see about it.

TT And at what point did that information come?

BR Well, basically right after our radios came back in, it was before we made our low approach, which we might have intended to land and then maybe not. But I think that we wanted to land.

TT It appears that you did one low approach—

BR Yeah, we did do one low approach—

TT —and they were asking, you know, when you were out on the downwind leg, they were asking you if you were seeing anything, you were back out in that area of N-7.

BR Yeah.

TT But you didn't see anything and you came back around. Does that make sense that that's when the General Officer might have?

BR OK. No, the request was made before we made our—

TT Oh!

BR —before we, after our radios came back in and before we made our low approach, which, like I said, I thought we wanted to land. But maybe even before we could tell the ground people we wanted to land someone came over the radios, and said, he didn't say "This is general such-and-such," he just said, they said, "General such-and-such wants you to go back around and over fly the object."

TT But they identified the general.

BR They gave his name.

TT But he did not come over the radio?

BR It's possible I don't know, he could have—they could have patched him in.

TT Oh he could have been at SAC headquarters.

BR He could have been at SAC headquarters or it could have been Tom Goduto on the HF— instructions could have come over the HF radio because he would have been in contact with headquarters, higher headquarters through that radio all the time anyway. But basically someone told us to go back around and the ground controllers knew that, they could hear, or, well I don't know they could hear, but they knew that we were supposed to go back and over fly the thing. They gave us a heading to fly back over the object and when we made our go-around over the runway, made our turn and headed back, just as soon as we rolled out at wings level there was an orange glow sitting out there, almost off

our nose about 11:30 position just a little bit to the left side of the airplane, so we were heading towards it, straight to it.

TT So it was in your windshield the whole time.

BR Right it was within our windshield.

TT And you were about 15 hundred altitude.

BR Yeah, above ground.

TT Do you remember talking about it with the pilot, with Partin?

BR No I just don't remember. I got busy with checklists and fuels and things like that. And you know, just as soon as I got everything caught up, I looked up and we were on top of it. But then, to go ten miles at whatever, I don't remember pattern air speed...

TT Yeah, I think 180.

BR Yeah I think 180 indicated so, you know, it's roughly 200 miles per hour. So at 200 miles per hour it doesn't take you long to go 10 miles.

TT Yeah.

BR You have 36 different fuel switches I remember and you can take fuel out of certain tanks to a certain point. You just don't run those tanks dry you have to take them out of others. But you have two pages of checklist just on fuel settings and if you mess up your fuel then it imbalances the airplane, like an airplane weighs 180,000 pounds and you have 300,000 pounds of fuel on the airplane, so if you put it in the wrong place the airplane will break into two.

TT Oh so you have to transfer it between tanks and the wing?

BR Well no, you don't have to transfer it, you just take it out of certain tanks at different times but you have to do it in sequence to keep the airplane balanced. There are other checklists I would have to run too, just various things I would have to do and, by that time I was caught up you know, and Major Partin was flying the airplane.

TT Over flying it. It must have been, I don't know, about five seconds you got to look at it?

BR No it was just a matter of a few seconds you know—

TT Yeah. I mean did you see it from various points?

BR Well, when I first looked up, we were already beside it and so I didn't look straight ahead out my window, but, I don't know, maybe from the corner of my eye I could tell that it was to the other side. But when I looked up, I looked out the pilot's window, or possibly the side window—I think the pilots window—so I just looked up and there was something there that to me. Well the first thing I saw was a dark square, a rectangle and then this red, a dull red around it. I mean it wasn't well lit, it would blend in with the ground pretty well, or the night sky, but this one part, one shadow, was completely black and my eyes were drawn to it and I was thinking, "well that's a barn loft and the door's open where they put hay in the thing" but I wasn't thinking that a barn was going to be that high, because I'm really not looking down, I'm looking out, maybe down some—

TT But to the side?

- BR —to the side yeah, so my concentration was on that dark spot at first. So we're flying beside the object and then I take my eye away from that, you know I just sort of glanced, just, there was really nothing to see, just this dull reddish, and I didn't see the bottom, and I didn't see the top, I'm just looking along the side, and it might be my field of view was limited looking across the airplane also. And so then we come to a metallic cylinder, sort of like stainless steel or shiny aluminum or something like that. It's protruding from the end of this thing and it's on the ground and the ground is just well lit here. I mean, I could see maybe trees, bushes or breaks in the ground, I could see different things on the ground.
- TT OK. It was fairly bright.
- BR Well lit, uh huh, and so as we are going past this I looked back and I thought that this thing might be pretty close to the first big part of the object, but it appeared to be attached and it was coming out of the end of it, and that end was, it was well lit and it was, well it was sort of barn red, but it was lighter, it was a whole lot brighter than it was down the sides. Basically I figure from the glow from the next section, which was sort of like a crescent moon, but it was a crescent-shaped object and it was attached to the other end of the cylinder and the light illuminating from it had the cylinder completely illuminated just about as if it was daylight really. And the crescent-shaped part appeared to be solid but it appeared to be almost translucent like you could almost see through it, but it didn't have anything wavy or anything, it was solid, the lines were distinct on it and it was as high or higher, it was higher than the tubular section was, but not a whole lot higher, but it wasn't nearly as high as the main body of the thing was. And as we banked over it to make our crosswind I guess we were told to turn about that time and our radios went out again because I did transmit something and they didn't receive, and so as we went by it was pretty good size also because, that is all that really showed up, or maybe I was just concentrating on it and didn't see anything else. But at one point I could see it and the tubular section and the front part of the main body together, but it took us several seconds to go around the thing, to make our turn. It was probably in view, I don't know, well several seconds anyway.
- TT But not more than 10 or 12 seconds?
- BR Probably I would probably put ten seconds in the range because we flew down the side of it for about two or three, maybe four seconds...
- TT At this point is the plane banked?
- BR No, we are just level and we don't bank until we get right to the end of it. Major Partin started his turn just as we got abreast of the end of it and turned almost over the top of the thing. I'm sure we were told to turn by the Ground Controllers so they knew exactly where we were in relation to it.
- TT Which is a little confusing because you're saying that your radios are out. Oh, but you could he—
- BR We could receive, and they probably told us to turn and I probably answered and they didn't, that's when they didn't receive my—
- TT So you're implying that they knew exactly where this thing was?

- BR Yes uh huh.
- TT Do you think that they had it on radar?
- BR I would think that they did.
- TT Are they able to shoot something on the ground?
- BR I have no idea. It might have been sitting up high enough, and they knew the terrain out there but they would know if there's a big hump out there that's—
- TT I wonder if they could have visually seen it, well maybe they could see on binoculars sitting out there.
- BR Yeah, possibly, but the controller would have been in a building and just glued to his radarscope anyway. But he would know all the terrain in the area and he would know any change in terrain.
- TT But it doesn't seem like after it left your B-52 that it went right to that position because you went around once and didn't see anything.
- BR No, we didn't go around once. The only time we went around was when we went back and saw that it was there. We didn't go around again. We just made one go around.
- TT In the transcript, it's got you doing a low approach, go around, you didn't see anything, and then you went around a second time and saw it.
- BR No, we went missed approach. Well on the missed approach you don't land you don't make a touch and go or if you do make a touch and go around, then you receive instruction to turn after that. Well, we received our instructions to turn and when we broke out on the heading then the object was right there in front of us.
- TT OK.
- BR We only made one low approach and then, we were turned to fly right back over the object.
- TT Oh, OK. But you understand in the transcript—
- BR I know, it confuses me too. They have changed some things, added and deleted and I'm pretty sure some headings were wrong there. If you don't see the runway and you're on an instrument approach, well then you go missed approach. You're supposed to go to a certain heading and altitude, they don't want you making turns in the weather, you know you might turn into an object on the ground, forget your altitude, so usually they have you go straight ahead. So, if you're landing on runway 29 then usually they will have you go just about straight ahead or 10 or 20 degrees one way or the other just in case there's an obstacle you need to clear. Well, here, we're landing on runway 11 I think, so then they'd say go missed approach 335 or something or other like that. See eventually you will go there but they aren't going to have you going that direction right after the runway. They don't just have you just make a 180 degree turn, they turn you a little bit at a time.
- TT And then 11 and 29, I mean, does that relate to the cardinal direction of your approach?
- BR That's the way the runway is oriented. It depends on which way the wind is.

TT OK, so you overflowed the object. Do you remember how long your radio was out during that time? And was it only when you were over the object?

BR Yeah it was only when we were over the object.

TT Really in close, in proximity to it—

BR Yeah, just as soon as we got away from it again why they could hear us again.

TT And following that—

BR We landed, and then had our debriefings.

TT Let's see, Don Cagle was on board too. I'll talk to Don about that.

BR Yeah, ask him how such an outstanding pilot as himself could miss seeing something like that (laughs).

TT So irresponsible (laughs)—

BR That's right (laughs), well, there's no way he'd trust his airplane to his co-pilot. I mean, I have made mistakes before and, as a matter of fact, I never did thank Tom Goduto for saving me one time. I forgot to close some slipway doors on a CEVG [Combat Evaluation Group] ride and Tom caught it and saved me on that.

TT What kind of doors?

BR When you air refuel you have these doors, or slipway doors that come open on top, you have to open them up. After refueling you are supposed to close them and I missed them on the checklist and Tom Goduto caught it.

TT Oh, good.

BR —he's pretty sharp too. Yeah, he had to look after the co-pilots. Usually the co-pilots were the newest or the dumbest on the crew, they would look after us.

TT So then you landed the plane, at some point they—

BR Uh, Partin did.

TT Yeah, at some point they mentioned over the transcript that somebody should come into Base Ops.

BR Right, they called us on one of our radios.

TT I guess normally I would have expected Cagle to be the one to do that.

BR Right, he would have but he had an appointment, and he had to leave right away.

TT Well you guys landed at 20 to five, and he was out of there in two hours.

BR I don't know, his wife might have met him. Yeah, he was supposed to have left at, I think he said at 7:00 o'clock. He didn't have much leeway in there.

TT No wonder he didn't remember, he didn't think about it once he left.

BR No, he was thinking about his new career.

TT Yeah. So, you guys went into a debriefing, what was that like?

- BR Well, it was just a maintenance debriefing—standard thing, we just told the maintenance crews if there was anything wrong with our airplane, like they have one maintenance guy for the pilots, one—
- TT Well would you have mentioned the radio problems?
- BR I would have if we'd had any problems, but they were working just fine. Yeah, same with the radar it was working just fine.
- TT Did they ask you about what you had seen?
- BR I really can't remember—
- TT ...you just wanted to get out of there (laughs).
- BR Yes, because we were all tired. And I'm sure that we were emotionally drained too as well as physically tired.
- TT And then at some point they told you to return for a briefing. Can you talk about that?
- BR I believe, before we left we were notified to be at a certain place later that morning for debriefing, or some time during the day, but you know, it was already morning and it seemed to me like it was just a few hours.
- TT Yeah, but you went home—
- BR Yes I went home and, you know, cleaned up, came back and then we met up with a general officer and his aide I believe.
- TT And this was both radar guys—
- BR Right McCaslin and Chuck Richie.
- TT —Goduto and Arlie Judd, it was actually five of you guys?
- BR Uh, uh Arlie Judd. Yeah, I don't think that Partin came there with us—
- TT I don't think so either.
- BR He probably had something else to do anyway.
- TT You know, there was that morning in base operations, or actually, Werlich, you know, 862nd [Combat] Support Group—he was the base operations officer. He was also the UFO investigating officer for Blue Book—he called back some of the ground personnel, and he remembers [actually, A1C Robert O'Connor recalls that B-52 crewmembers were present at this meeting] there might have been two people from your plane there too. But it wasn't you, right?
- BR It wasn't me, no.
- TT It's possible, he [Werlich] mentions in one of his reports that he interviewed Partin and McCaslin—so I think Partin and McCaslin might have showed up in his office that same morning at some point, to brief him.
- BR It could be, well see, they would have had to go over their bombing things but they always have a Bomb Nav debriefing also afterwards—

TT Yeah, he [McCaslin] remembers that they came out on the flight line to take his film away.

BR Yeah, yeah, I remember that...

TT ...which was unusual for him 'cause usually he'd bring it in and hand it in to them

BR Yes.

TT ...but they came out there, boom, you know...

BR Right, yeah.

TT ...so, I mean, do you recall that at all?

BR No I don't recall that.

TT Yeah... yeah, and then again some days later he recalls reviewing the film with a group of officers. He can't identify where they came from, so there was some off base interest.

BR Right I think that they, some of them might have come from Langley—

TT Oh yeah?

BR (laughs)

TT Yeah. Oh, I see what you're saying...

BR Yeah.

TT OK, let's talk a little about the briefing then. What did it involve? Can you visualize the office?

BR No I can't anymore. It seems like it was small office and it was plenty for the few of us who were there. But it wasn't a great big place or anything. I don't think that I had been there before but I don't think I had ever been in a general's office or briefing room before either, so I don't know who the general officer was. I didn't know him at the time, so I— but I didn't know any of them.

TT He was the actually the Strategic Aerospace Division Commander, 810th...[Brigadier General Ralph T. Holland].

BR I would have known the name but that would be all.

TT Yeah you wouldn't normally deal with them.

BR No.

TT —they would be just really overseeing operations of both wings. They also had responsibility for Malmstrom and Glasgow at the time.

BR (nodding) Uh huh, OK.

TT Yeah. So, and let's talk about what you recall him telling you because that's interesting.

BR OK. Well basically, instead of asking us any questions, basically he just informed us as to what had gone on during the previous, during that night, and he had mentioned about outer and inner alarms going off at one of the missile sites, and one thing that he did mention that there had been two different instances having to do with missiles within a

week, and one was at another base, and one was at our base and I couldn't differentiate the things that were going on from one as opposed to the other. So he did mention that there had been outer and inner alarms activated. Air Police had been sent to investigate, the first Air Police hadn't reported in when they were suppose to, the other Air Police were sent to check and they found the first Air Police either unconscious or coming, regaining consciousness, and the paint was burned off the top of their vehicle that they were in. They had told the other guys that something had, the last they remembered is that something was starting to sit down on them, and they started running and that was the last thing they remembered and then the general officer told us that the Air Police did go onto the missile site and the 20-ton concrete blast door. I don't know, he might have called it blast door, anyway, said a 20-ton concrete lid or door had been moved from the top of one of our Minuteman II missiles and that the inner alarm down the inside the thing had been activated. And he also mentioned that Air Police had seen us fly over, and they had seen the object that was on the ground there take off and fly up and join up with us. Basically that was it. I think that he asked us for any additional input and I don't remember whether I mentioned anything then or not—I just can't remember.

TT You never described the object when you overflew it?

BR I don't think I ever did. Maybe to some of my friends in Stanboard or something like that, or maybe to some of my crew if they had—when they asked me about it.

TT Yeah, that seems odd unless they already knew what the thing looked like, you know (laughs) maybe they did.

BR Or maybe they thought I never looked outside the airplane, I have no idea, I don't know why I was ignored, but—

TT And nobody in your crew was really talking too much during that debriefing, or being asked questions?

BR I don't think they were asked questions, they were given the opportunity to say anything...and it might be at that point that I might have described the thing as, you know, being egg-shaped—or something like that. I don't recall.

TT Apparently you mentioned it to McCaslin as you came out of the aircraft and were walking into the Base Ops. You described what you saw—

BR Yeah, OK.

TT —so he must have wanted to know. Did you, at any point, invite those guys to come up and see it?

BR No, I would never do that anyway.

TT Huh. Yeah. So, and that meeting lasted how long?

BR Oh, probably 10 - 15 minutes, it wasn't very long, he knew that we were tired and so he didn't keep us.

TT So, what was, in your estimation, what was the purpose of that briefing?

BR Well it was supposed to have been a debriefing, but we got a briefing.

TT Yeah.

- BR He just seemed to want to inform us about everything that had gone on...he mentioned about 14 different sources that had all seen the same thing. Now if all, if 14 different sources all...if their stories all confirmed each other...and it might even be that he talked to Partin separately...I, I have no idea. He might have been there, you know, when they wanted someone from the crew to come in to talk to someone right after the flight—
- TT Yeah. He also probably had access to Base Ops, you know, when he came in and talked to Base Ops maybe they, I don't know, there's no record of any of that, of the SAC investigation. I would guess that being the 810th Commander he would be the one who everything would be funneled through to the 15th to SAC or straight to operations at SAC.
- BR Yep everything would be funneled through him that's for sure.
- TT After that that was the end of it? There was no official interest beyond that?
- BR Not that I know of. I was never contacted by anybody about anything, just, you know, some of my friends maybe, you know, other people at Stanboard just asked what I had seen.
- TT Yeah. What did you think about it at the time? At that time what were your thoughts?
- BR Well [laughs] I don't even remember...I was at first I was apprehensive when I thought the thing was going to hit us, but after that, I wasn't really that much concerned about it. I just, and we went out and flew out over the thing, 'course, I was sort of concerned that it might interfere with something on the airplane—power, electronics, or something like that, but really my, my biggest concern was just the airplane itself being affected.
- TT I've been listening to you guys a lot so I'm getting a better idea what it's like to be on a B-52, but basically you, most of your time is spent flying that aircraft—
- BR Right.
- TT —focusing on checklists and so on and so forth, so you really don't have a lot of time to think about much, do you?
- BR No you don't, things happen fast. And the thing about being scared or anything like that, you know, when our engines caught fire that one time and when you have SAM missiles fired at you, things happen so fast that all you're thinking is what are the proper emergency procedures, what are you supposed to do and you don't have time to get scared because you're thinking about what needs to be done.
- TT Yeah, you are trained for that. OK. This transcript really has me, I mean—
- BR I've read it several times myself and I can't get everything out of it.
- TT Neither can I. What we're talking about is the pilot transcript that's in the documents, which runs from—well, it runs from uh 3:30 a.m. to 4, for about an hour really. It ends at 9:28 and we know, in the documents it says you want to land at 4:40 [CDT], at 9:40 [GMT].
- BR OK now, some of it might have been ZULU time and maybe some was Local time.
- TT Yeah, that doesn't, I mean, it's all ZULU in the document.

BR OK, I know that they mention that Partin was an hour off his timing on the, something that he had said—

TT Yeah but that was just a just a simple mistake— Central Daylight Time—

BR OK.

TT The transcript ends at 9:28 with a general statement that you are on a final for landing. We know you landed at 9:40, that's mentioned many—so there are 12 minutes that seem to have disappeared. Now it could be that that last timing, I don't, I'm not sure this will ever make total sense. We know what time you took the radar scope photos 'cause there's a clock face that's filmed—

BR Right.

TT ...so that was at 4:06, so at 4:06 you're halfway up, somewhere between the fix and— when they say "WT" are they referring to way point?

BR That was just the name of the fix, the TACAN fix that we were supposed to start our penetration from.

TT That one up there was, the one that they referred to as "WT?"

BR Yes, I don't know what the name of it—

TT But it wasn't way, it wasn't a short term for waypoint?

BR No, I don't think so

TT OK, just curious. But you were somewhere between halfway and all the way up there—

BR Right.

TT —so really you were 10-12 minutes away from the base—take you about 10 minutes to go from there in?

BR Well we're still going out too. I can't remember how long it takes to make a penetration. It seems to me like, well I don't want to guess.

TT Yeah, anyway the point is that in the documents, your radio goes out for less than four minutes—

BR Yeah

TT —not more than four minutes, which means your airspeed would've been pretty high for it to follow you for 20 miles, everybody has it at 20 miles at least, you're a little higher at 25—I mean, what other sort of discrepancies did you see in the documents?

BR Well I just saw some of the missed approach instructions were wrong for that particular runway. Maybe I'm wrong on that; it just seems to me like some of the turns were left out.

TT Yeah, especially on the last one—the whole downwind leg's gone

BR Yeah, and there's nothing in there about the instruction from the General Officer—but like I said it could have come over on the HF radio.

- TT But Tom [Goduto] remembers nothing like that. There is no reason for his HF to be on at that point—when you left altitude and if you were landing—
- BR OK, that's true, yeah that's probably so.
- TT Maybe we've covered everything... uh... let me just [inaudible] um...oh let's see... I just want to make sure we've asked all the final questions here...
- BR You know, I don't know whether it was Jan that mentioned it or not, or whether it was in my own mind about flying an airplane capable of dropping nuclear bombs going out and flying over something—if they felt threatened...I can't remember whether that was on my mind or not, but it probably was.
- TT Yeah. Well I know it was on Pat MaCaslin's too he was concerned flying over this thing 'cause he didn't know what it was and he didn't know what kind of response it would have.
- BR That's exactly right, and if you'd have seen how big it was—
- TT We keep getting back to that damn transcript and ... I mean the one thing we know is it wasn't, we have two other transcripts from the B-52 accident report and they're down to the second, the timings on them are—I mean somebody's saying something and he's at 4:33 and 32 seconds to 35 seconds, I mean it is so exact and then you look at this transcript and you've got sort of general time—
- BR Right, there's several minutes in between.
- TT —it's not an officially transcribed document—
- BR Yeah, I wouldn't doubt that.
- TT —so, that's unfortunate. Do you recall them informing you that some other radar system had picked it up?
- BR Well, I guess that during the debriefing that the general mentioned that the radars had picked that up, maybe the weather radar—but anyway, while we were in the air they might have mentioned that they had it. Well, for one thing they told me at one time that it was at my certain position—they are seeing it in relation to me.
- TT Yeah, so they had to have identified it on their system. Yeah they kind of avoided the fact that it was multiple radar sightings in the investigation. I think that way they could—if you got two radars on it you can't say that one system's malfunctioning.
- BR Yeah.
- TT Let me just read Werlich's account to you and if you have any comments just let me know. “After rolling out of a right turn around to the TACAN initial approach fix, a bright echo suddenly appeared three miles abeam and to the left of the aircraft—”
- BR Well it was on right side and it never lost the radar.
- TT Yeah, and to the left he is talking about after rolling out—
- BR Um hum, that's heading back—that's from high altitude, see that was before start of penetration from 20,000.
- TT “The echo rapidly closed on the aircraft and remained at about one mile.”

- BR Yeah.
- TT Here's the question, did the echo, or the object—at what point did it move from three miles to one mile from the B-52?
- BR I believe it was after we had rolled back out and started our penetration or were headed back towards the runway, but McCaslin would know that better than I would.
- TT Yeah, but that's when you recall that? Because that's the point you got excited, right?
- BR Right yes.
- TT Do you remember it as occurring at that time?
- BR No, I don't. I don't remember when it went from one side to the other side.
- TT OK, now you say one side to the other side, explain that.
- BR Well, it initially appeared on the right, right wing at 3 o'clock on their radar scope, and it was on the right according to the Ground Controllers when they wanted me to look out in that direction. And then it was there for several seconds anyway, because I did, you know, look behind and in front of the airplane. I did make a concerted effort to look and I was stretching out and looking. When I couldn't see it, why then I guess we were approaching our turn point and so basically sometime I think after the turn, then it went over to the other side of us and stayed there.
- TT OK, you know, really at this point we're telling a story, we're just trying to tell a coherent story 'cause the exact details, we'll never know. McCaslin seems to remember this thing was identified first on your right side—
- BR Yes, it was uh huh.
- TT —but the way it got to your left side is that you turned around then it was on your left side. I don't see any point where that object could be behind you, unless when you were coming around it could have been behind you somehow. But it never moved across—
- BR I, I don't know how it got from one side to the other—
- TT OK.
- BR —and of course, you know, the tail gunner says that he saw it go behind us on his radar.
- TT Yeah, maybe at some point it did appear back there, but I'm not sure that's going to ever be crystal clear—
- BR Yeah.
- TT ...'cause I'm not sure that you guys at the time knew what was going on—you were guessing too.
- BR Um hum.
- TT But anyway as soon as it closed to about one mile is the point where your radios went out?
- BR Right, that's correct. Well, our radios were out before we started our penetration so it had either happened before—well basically it happened before we started penetration 'cause, like I say, I wasn't able to let them know we were leaving, changing altitudes.

- TT OK [reading] “and then the radar echo continued with the aircraft during its TACAN penetration for about 20 miles. RAPCON had requested the aircraft change the UHF frequencies twice but the aircraft was unable to transmit.” That’s another omission as far as I’m concerned in the transcript, them telling you to change frequencies.
- BR Yeah, I see what you mean.
- TT At the end when your communications have resumed, they tell you to change frequencies but you have already reestablished communications at that point.
- BR Yeah.
- TT I think there’s a bunch of ways of seeing information missing from the transcripts, not just the fact the General Officer’s request to over fly the object is missing, or the blatant one is the missing 290 degree downwind leg when you over fly the object.
- BR Yeah.
- TT How can, how can that be missing? [Reading] “And then so as soon as the echo disappeared your transmitters became operational.” You never sighted it. They say here too “the tower operator who was following the aircraft progress through binoculars never sighted it either” but that may be because you had some haze that morning.
- BR We had haze, not right on the ground though, because, like I say, when we over flew it was just as clear as—
- TT Yeah, it seemed to be above 10,000 where there was a haze or cloud layers, but it is generally clear, you had 25-mile visibility. But apparently they didn’t see you coming, they didn’t see your—but would they see you at 20,000 feet?
- BR I don’t think so. But the 25 miles visibility well I don’t know at what point they determined that, it’s at a hundred foot elevation where our minimums were probably a hundred feet, and so they aren’t talking about 25 miles visibility at 20,000 feet.
- TT Oh right.
- BR Near ground. It was clear on the ground.
- TT It was cold morning, a crisp 32 degrees. We have finally gotten the point where we have as much as we’re probably ever going to know about it.
- BR Yeah, and I’m remembering less all the time too.
- TT Yeah, I know, you get to a point where there is a negative return.
- BR But, different things do come up though. Like I finally realized how I saw Partin’s description of the glow that he saw on the ground, and, like he said, it was sort of like a football but with the quarter crescent shape in the front and the oval shape of the thing with light reflecting over that. I could see how it would from behind. And one thing I’m curious about did the guys on the ground describe it? Which way did it move? Was the crescent part, did it go forwards or backwards?
- TT They never saw that, the lights were so bright that all they ever really saw were lights.
- BR OK well, on the ground, like I said, the front part of the main body was well lighted, but the rest of it really wasn’t. On a dark night, up in the sky, why it would blend in very well

if the crescent part wasn't lit up in the air you know, I could have looked right at the rest of it and really not seen it.

TT Right. Yeah I can imagine that someone underneath the thing would just see a saucer shape.

BR Yeah, you wouldn't see the whole thing. Unless there was some big warehouse or a great big building out there the thing was backed up against.

TT Yeah well, there's nothing out there.

BR No I didn't think so, I'd never seen anything that big—

TT No, in fact Werlich flew out, the Lieutenant Colonel who investigated, he either took a helicopter out there a day or two after and looked to see what was out there, or he knew that area, but he said there was absolutely nothing out there, there was not even, you know, farms and so forth in that specific area. There is Grano, the little town there but he said that's deserted during the day, there wasn't a lot of activity out there but farms. I mean, a hot air balloon?

BR Yeah. Hardly.

TT At 4, 5 in the morning (laughs) on a cold October evening that doesn't seem too logical either. It wasn't a farmer's light or anything, so really there's no reasonable source for a light being out there.

BR No, especially that bright...

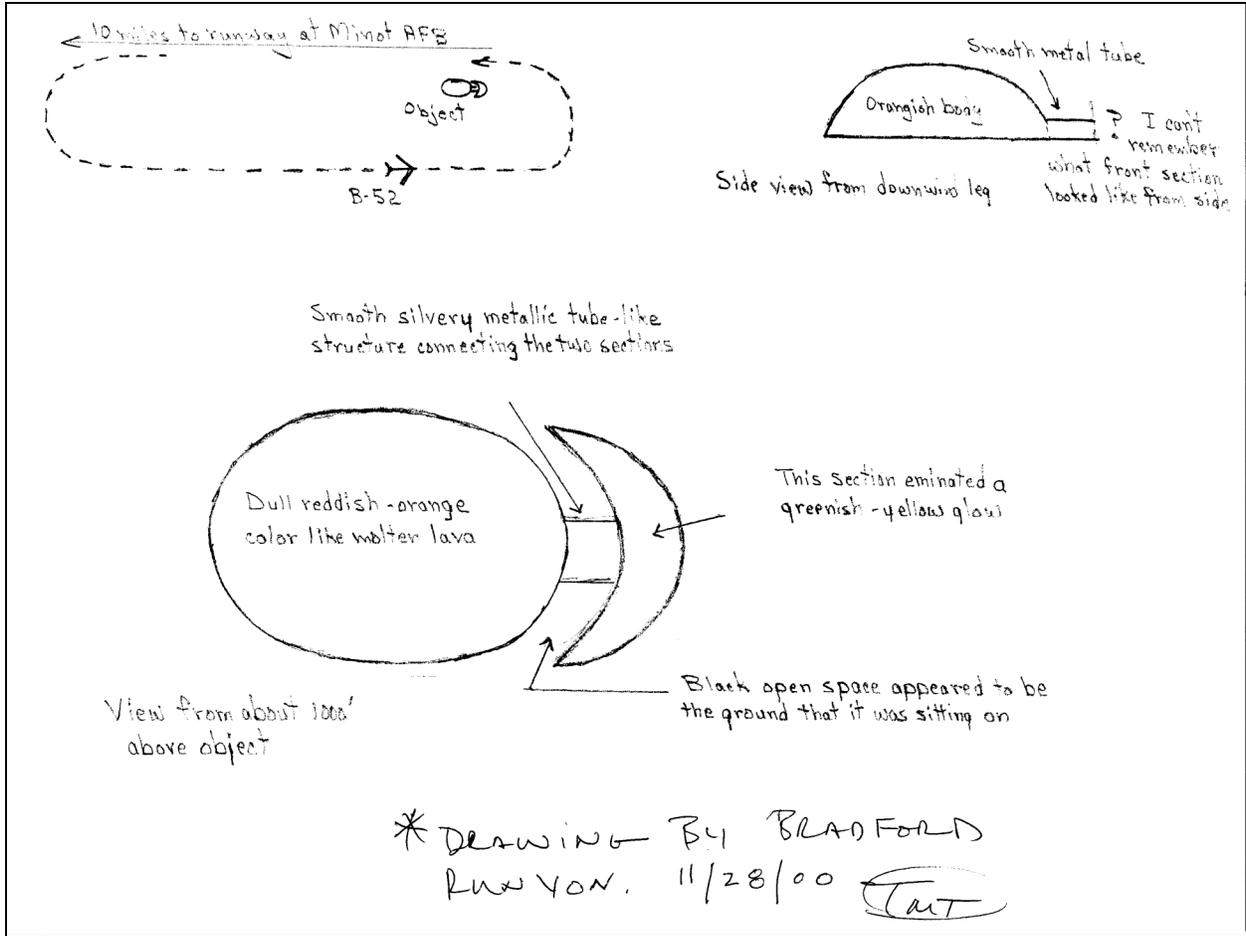
TT Even Partin said he'd been over that area and he'd never seen any lights out there. So I think it really had him stumped because there was just no easy way to explain the thing.

BR Um hum.

TT I am sure I am forgetting to ask you something but between the interviews we got plenty... thanks again for taking the time to do it.

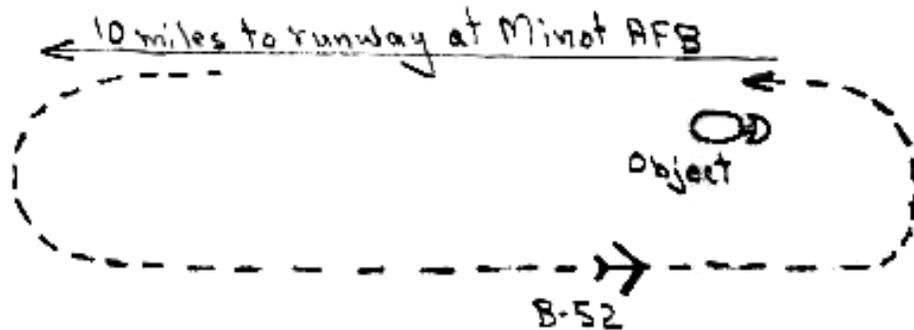
BR Yeah, you're welcome. I am glad, you know, to learn what some other people saw.

[Transcript ends.]



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.

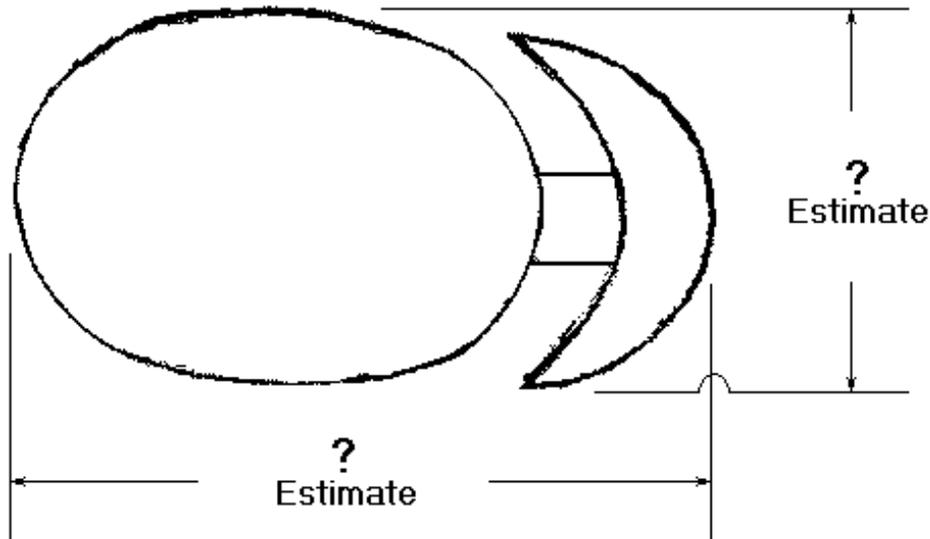
6. Who was in the left seat during the last pass over flight of the landed (or hovering) object, Partin or Cagle?

**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 NatF DEGREES: Industrial Engineering  
 SPECIAL TRAINING: \_\_\_\_\_  
 VISION: 20/20 COLORBLIND: N GLASSES: N HEARING: \_\_\_\_\_  
 YOU MAY/MAY NOT USE MY NAME. SIGNATURE WITNESS: Brian 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

Blue Book Nov 82



Center for UFO Studies  
2457 West Peterson, Suite 6  
Chicago, Illinois 60659

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).

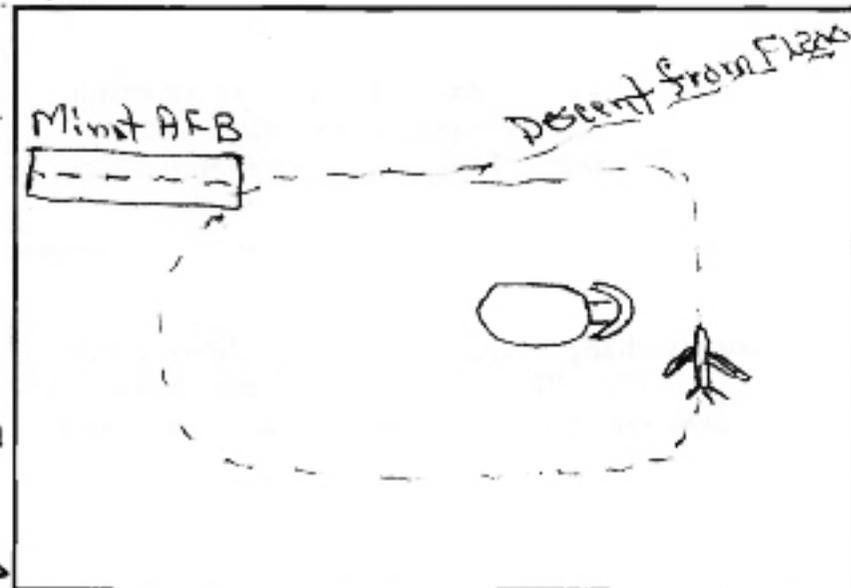
Tom Tulien and Jan Aldrich  
with The Sign Oral History Project [afsdialog@aol.com](mailto:afsdialog@aol.com)  
and PROJECT 1947 <http://www.project1947.com/>  
have a clear and readable copy of the Project Bluebook report  
of this incident as well as a taped interview of me. over →

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']

(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 that at a KC-135 / on the ground it appeared 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?

Ground radar vectored us to the object two times  
 No  Possibly  Yes (If "yes" elaborate)

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 in addition to crescent shape & part

- 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 MAFB runway

(If appropriate, specify) From \_\_\_\_\_ VOR \_\_\_\_\_ RADIAL \_\_\_\_\_ DME  
 Lat. \_\_\_\_\_ ° \_\_\_\_\_ ' \_\_\_\_\_ " N S; Elaborate if necessary: \_\_\_\_\_  
 Long. \_\_\_\_\_ ° \_\_\_\_\_ ' \_\_\_\_\_ " E W

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): [ \_\_\_\_\_]

19. Please use this space to add any other details/observations/facts that are related to the geographic/spatial location of your sighting.  
When it appeared the object was staying with us I decided to descend to MAFB for landing even though I could not get radio permission to leave FL200

**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 <sup>AM</sup> PM (local) [GMT \_\_\_\_\_ 2]

(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"