

OFFICIAL GOVERNMENT UFO INTELLIGENCE PAPERS DOCUMENT PACKAGE II

**A CAREFULLY SELECTED SERIES OF FORMERLY
CLASSIFIED INTELLIGENCE PAPERS DEALING WITH THE
PHENOMENON OF UNIDENTIFIED FLYING OBJECTS:**

CONTENTS INCLUDE:

**UFO LANDING AT WURTSMITH AFB, MICHIGAN; RADAR
CONTACT WITH UFOs OVER NORAD FACILITIES; UFO
LANDING INCIDENT ON WURTSMITH AFB RUNWAY;
A KC-135 AIRCRAFT INTERCEPT OF UFOs; UFO
OVERFLIGHTS ABOVE LORING AFB; SAC INCIDENTS;
F-106 FIGHTER INTERCEPTS; PLUS CHRONOLOGICAL
LISTINGS OF MAJOR EVENTS**

CONTENT: 48 PAGES

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PTTEZYUW RUEDHFA2754 3012038-EEEE--RUEBDUA.

ZNY/EEEE

P 282030Z OCT 75

FM AFOSI DET J106 LORING AFB ME
TO RUEBDUA/HQ AFOSI WASH DC/IVDA
RUEFHQA/CSAF WASH DC/DTCAFIS/INZ

RUEKJCS/DIA WASH DC

RUEFHQA/ACSI WASH DC

RUEFHQA/ODASD/SP/ODASDC WASH DC

RUEFHQA/SECURITY POLICE HQ OSAF WASH DC/IA OI

RUEHFG/FBI WASH DC

ZEN/42 COMBAT SUPPORT GROUP LORING AFB ME/CC

ZEN/42 BOMBARDMENT WING LORING AFB ME/CC

RUEHMLA/45 AIR DIVISION PEASE AFB NH/CC

RUCVAAA/BTH AIR FORCE BARKSDALE AFB LA/CC

RUMTEKA/CINCSAC OFFUTT AFB NE

RUEHMLA/AFOSI DIST 01 PEASE AFB NH

RUCLMXA/AFOSI DIST 08 MAXWELL AFB AL

RUMTEKA/AFOSI DIST 13 OFFUTT AFB NE

BT

UNCLAS. E F T O SECTION I OF II
FOR AFOSI ONLY AFOSI DETACHMENT 0106

PAGE 2 RUEDHFA2754 UNCLAS E F T O

THIS IS INTELLIGENCE INFORMATION REPORT NUMBER 1 624 0653 75.

1. UNITED STATES
2. UNKNOWN ENTITY: UNIDENTIFIED AIRCRAFT SIGHTED AT LOW LEVEL
IN VICINITY OF MUNITIONS STORAGE AREA, LORING AFB, ME
3. N/A
4. 27-28 OCT 75
5. LORING AFB, ME, 27-28 OCT 75
6. b5
7. SEE ITEM 15
8. 1 624 0653 75
9. 28 OCT 75
10. N/A
11. HQ 38 TH AF, NC. D
12. AFOSI DIST 01, PEASE AFB, NH
56-125/25-7
13. SA FRIO S. HORGU/FSM
AFOSI DET J106
LORING AFB, ME
14. CHARLES A. FAUTEUX, LT COL, USAF
COMMANDER

PRIORITY

UNCLASSIFIED E F T O

MICROFILMED

UNU

DA

PAGE 3 RUEDHFA2754 UNCLAS E F T O

15. SUMMARY: THIS REPORT CONTAINS UNPROCESSED INFORMATION. FLAHS AND POLITICAL SHOULD NOT BE INVOLVED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT. AN UNIDENTIFIED A/C WAS OBSERVED FLYING AT LOW ALTITUDE IN THE VICINITY OF THE NORTHERN PERIMETER OF LORING AFB, ME, DURING THE PERIOD 1945-2115, 27 OCT 75. THE A/C PENETRATED THE LORING AFB, ME, PERIMETER ON AT LEAST ONE OCCASION AND FLEW WITHIN 300 YARDS OF THE MUNITIONS STORAGE AREA.

1. ON 27 OCT 75, SECURITY POLICE DESK SERGEANT ADVISED THAT AN UNIDENTIFIED A/C HAD BEEN SIGHTED AFTER DARK AT AN ALTITUDE OF APPROXIMATELY 100 METERS, IMMEDIATELY NORTH OF THE LORING AFB, ME (LAFB) NORTHERN PERIMETER. THE A/C WAS FIRST SIGHTED AT APPROXIMATELY 1945, 27 OCT 75, BY SECURITY PERSONNEL ASSIGNED TO THE 42 SECURITY POLICE SQUADRON (42 SPS), LAFB, ON DUTY AT THE MUNITIONS STORAGE AREA. THE A/C WAS SUBSEQUENTLY OBSERVED ON THE LAFB RADAR SCREEN, BUT DISAPPEARED FROM THE SCREEN.

2. ON 27 OCT 75, HARRY L. ADAIR, TSGT, FR [b7c], FLIGHT CHIEF, CENTRAL SECURITY CONTROL (CSC), 42 SPS, ADVISED THAT THE SIGHTING WAS REPORTED BY DANNY K. LEWIS, SSGT, FR [b7c], 42 SPS, WHO WAS ON DUTY AT THE STORAGE AREA. THE INCIDENT WAS REPORTED TO THE COMMAND POST 42 BOMB WING (42 BW) LAFB, AT

PAGE 4 RUEDHFA2754 UNCLAS E F T O

WHICH TIME THE COMMANDER, 42 BW, IMPLEMENTED SECURITY OPTION 3. THE COMMAND POST ALSO NOTIFIED THE LAFB CONTROL TOWER. PERSONNEL AT THE CONTROL TOWER THEN OBSERVED THE A/C ON THE RADAR SCREEN.

3. ON 27 OCT 75, JAMES P. SAMPLEY, SSGT, FR [b7c], 2192 COMMUNICATIONS SQUADRON (2192 CS), LAFB, ADVISED THAT AT THE TIME HE FIRST OBSERVED THE A/C ON CONTROL TOWER SCREEN, THE A/C WAS APPROXIMATELY 10-13 MILES EAST NORTHEAST OF LAFB. MORE DETAILED DATA WOULD BE AVAILABLE FROM GROVER K. EGGLESTON, SSGT, FR [b7c], 2192 CS, WHO WAS ACTUALLY MONITORING THE RADAR SCREEN.

4. ON 27 OCT 75, EGGLESTON ADVISED THAT HE RECEIVED A CALL FROM THE COMMAND POST AT APPROXIMATELY 2045, 27 OCT 75, REQUESTING A RADAR TRACK ON AN A/C THAT HAD BEEN OBSERVED IN THE VICINITY OF THE NORTHERN PERIMETER OF LAFB. THE A/C WAS FIRST OBSERVED ON THE RADAR SCREEN AT 2050 AND DISAPPEARED FROM THE SCREEN AT 2103. DURING THIS 13 MINUTE PERIOD THE A/C APPEARED TO BE CIRCLING APPROXIMATELY 10 MILES EAST NORTHEAST OF LAFB. THE A/C DISAPPEARED FROM THE SCREEN EITHER BECAUSE THE A/C LANDED OR BECAUSE THE A/C BEGAN FLYING BELOW THE RADAR. WEATHER CONDITIONS WERE FAVORABLE FOR FLYING BY VISUAL FLIGHT RULES AND AN A/C

PAGE 5 RUEDHFA2754 UNCLAS E F T O

OPERATING IN THE AREA WOULD NOT BE REQUIRED TO CONTACT THE LAFB

PRIORITY

* UNCLASSIFIED E F T O *

PRIORITY

UNCLASSIFIED E F T O
.....

CONTROL TOWER UNDER THESE CONDITIONS.

5. ON 29 OCT 75, LEWIS, IDENTIFIED IN PARA 2, ADVISED THAT THE A/C WAS FIRST OBSERVED BY CLIFTON W. BLAKESLEE, SGT, FR b7c b7c, AND WILLIAM J. LONG, SSGT, FR b7c b7c, BOTH ASSIGNED TO THE 42 SPS, WHO WERE ON DUTY AT THE STORAGE AREA. THE INITIAL SIGHTING TOOK PLACE AT APPROXIMATELY 1345. THE A/C WAS OBSERVED APPROXIMATELY 1000 METERS NORTH OF LAFB. THE A/C WAS SUBSEQUENTLY OBSERVED BY LEWIS AND OTHERS INTERMITTENTLY FOR THE NEXT HOUR AND A HALF. SUBSEQUENT TO THE SIGHTING BY LONG AND BLAKESLEE, THE A/C DID NOT COME NEARER TO THE NORTHERN PERIMETER OF LAFB THAN APPROXIMATELY 3 MILES. LEWIS OBSERVED A FLASHING WHITE STROBE LIGHT AND RED NAVIGATION LIGHTS ON THE A/C. THE OPERATOR OF THE A/C EITHER TURNED THE LIGHTS OFF PERIODICALLY OR THE A/C FLEW BELOW A POINT FROM WHICH THE LIGHTS COULD BE OBSERVED. THE A/C DISAPPEARED FROM VIEW AND DID NOT REAPPEAR. A SEARCH OF THE VICINITY OF THE NORTHERN PERIMETER OF LAFB BY 42 SPS PERSONNEL MET WITH NEGATIVE RESULTS.

6. ON 29 OCT 75, COMMANDER, 42 BW, ADVISED THAT HE RESPONDED TO THE AREA FROM WHICH THE UNIDENTIFIED A/C WAS OBSERVED. HE

PAGE 6 RUEDHFA2754 UNCLAS E F T O

ARRIVED AT APPROXIMATELY 1955. THE A/C BORE A WHITE FLASHING LIGHT AND AN AMBER OR ORANGE LIGHT. THE SPEED AND MOVEMENT IN THE AIR SUGGESTED THAT THE A/C WAS A HELICOPTER. FROM 1345-2020, THE A/C WAS UNDER CONSTANT OBSERVATION. SUBSEQUENT TO THAT TIME THE A/C WOULD APPEAR AND DISAPPEAR FROM VIEW. THE A/C DEFINITELY PENETRATED THE LAFB NORTHERN PERIMETER AND ON ONE OCCASION WAS WITHIN 300 YARDS OF THE MUNITIONS STORAGE AREA PERIMETER.

7. EFFORTS TO IDENTIFY THE A/C THROUGH MAINE STATE POLICE AND LOCAL POLICE DEPARTMENTS WERE NOT SUCCESSFUL. FAA, HOULTON, ME, COULD NOT IDENTIFY THE A/C.

8. COMMAND, POST, LAFB, ADVISED THAT THIS INCIDENT WAS REPORTED THROUGH THE COMMAND POST VIA OPREP-3/PINNACLE MESSAGE ON 27 OCT 75. DISTRIBUTION OF THIS MESSAGE WAS AS FOLLOWS:

- NATIONAL MILITARY COMMAND CENTER
- CHIEF OF STAFF/AF
- USAF FORWARD OPERATIONS DIVISION, FT RITCHIE, MD
- HQ SAC
- 9TH AIR FORCE
- 45TH AIR DIVISION

BT

#2754

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PRIORITY

.....
* UNCLASSIFIED E F T O *
.....



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER
WASHINGTON, D.C. 20301

29 October 1975
0605 EST

MEMORANDUM FOR RECORD

Subject: AFB Penetration

1. At 290200 EST AFOC informed NMCC that an unidentified helicopter, possibly two, had been sighted flying low over Loring AFB Maine, in proximity to a weapons storage area.
- 2. An Army National Guard helo was called in to assist in locating the unidentified helo(s).
- 3. NORAD was informed of the incident by SAC, requested and received authority from Canadian officials to proceed into Canadian airspace if necessary to locate the intruder.
- 4. At 0404 SAC Command Center informed NMCC that the army helo assisting on the scene had not sighted the unidentified helo(s).
5. A similar incident was reported at Loring the evening of 28 October 1975.

C. D. ROBERTS, JR.
Brigadier General, USMC
Deputy Director for
Operations (NMCC)

CHIEF, JOINT CHIEFS OF STAFF

Distribution:

CJCS (5)

DJS (3)

J-30

J-31

J-32

J-32A

J-33

J-34

J-35

J-38

CSA

CNO CHIEF NAVAL OPERATIONS

CSAF

CMC COMMANDANT MARINE CORPS

CH, NMCCS OPS & EVAL DIV

DDO (NMCC) DEPUTY DIRECTOR OF OPERATIONS

ADDO (NMCC) ASST DEPUTY DIRECTOR OF OPERATIONS

CCOC (NMCC)

DIA REP FOR NMIC

NSA REP NATIONAL SECURITY AGENCY

CIA REP

PA REP

WEST HEM DESK

NWSB

NMCC BRIEFER

TERMINAL
EPTS NOT
IDENTIFIED

HEMISPHERE



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER
WASHINGTON, D.C. 20301

30 October 1975
0445 EST

MEMORANDUM FOR RECORD

Subject: Army National Guard Helicopter Support for
Loring AFB

1. At 292035 EST Oct 75, LTC Dyer, Office of the Director of Operations, USAF, requested that the Army National Guard (NG) helicopter and crew currently located at Loring AFB, Maine, be made available to the Commander of the 42nd Bomb Wing until 300800 EST Oct 75. The NG helicopter would be employed to track and identify the unidentified helicopter that has violated the airspace in the vicinity of the weapons storage area at Loring AFB during their early morning hours of 28 and 29 Oct 75. LTC Dyer stated that international borders would not be crossed, and that apprehensions would not be attempted by personnel embarked in the NG helicopter. Any civil police on board the aircraft would participate only to the extent of communicating with appropriate police officials on the ground, with the latter singularly responsible for the apprehension of the suspect aircraft or crew.
2. This request was relayed to MG Sniffin, DA Director of Operations, DCSOPS, at 292100 EST. MG Sniffin indicated - his intent to check with Army legal officials on the matter prior to making a decision.
3. The SAC Command Post was informed at 292050 EST of the request by LTC Dyer, and the fact that MG Sniffin was checking with Army legal authorities. Col Freeman, AF Operations Center, was also informed of the status.
4. Col Bailey, Mil Asst to the Special Asst to SECDEF, DEPSECDEF, has been advised of the helicopter request should DOD approval be required.
5. The State Department Canadian Desk Officer has been kept informed of the situation.
6. At 292230 EST MG Sniffin approved use of the helicopter with the following constraints:
 - a. Tracking and identification only.
 - b. Apprehension by U.S. personnel not authorized.
 - c. No crossing of international borders.

d. Only U.S. personnel, preferably military, but including FBI, FAA, and Border Patrol representatives if necessary, will be on board the NG helicopter.

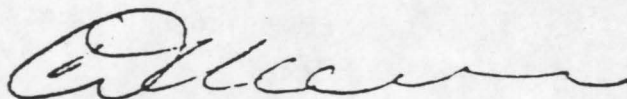
7. MG Sniffin will initiate appropriate action to place the Army NG helicopter and crew on "Full Time Training Duty" (FTTD). In essence, the NG helicopter will be federalized.

8. OSD, through Col Bailey, has been advised of the approval and constraints in this situation and has stated OSD has no objections to the action.

9. At 292249 EST the DDO (NMCC) established a conference call with SAC (MG Burkhardt), AFOC, AOC, and Commander 42nd Bomb Wing, Loring AFB informing them of the approval to use the Army NG helicopter with the constraints listed in para 6 above. Commander 42nd Bomb Wing stated that there was no utility in using the helicopter if it couldn't cross the border. Air Force representative LTC Dyer was brought into the conference and stated that AF had no objection to the border crossing. At 292300 EST the DDO (NMCC) informed MG Sniffin of the border crossing issue.

10. At 292325 EST MG Sniffin informed the DDO (NMCC) that approval was granted for the NG helicopter to cross the border with the consent of Canadian authorities. The DDO (NMCC) assured MG Sniffin that the Canadians were cooperating and had already given consent to cross the border.

11. At 292334 EST another conference call was convened by the DDO (NMCC) with the above conferees, (para 9) informing them of the authority to cross the border if necessary. There were no further questions and all conferees were satisfied with the procedures established for the employment of the NG helicopter.



C. D. ROBERTS, JR.
Brigadier General, USMC
Deputy Director for
Operations (NMCC)

Distribution:

CJCS (5)	CSA	PA REP
DJS (3)	CNO	WEST HEM DESK
J-30	CSAF	NWSB
J-31	CMC	NMCC BRIEFER
J-32	CH, WWMCCS OPS & EVAL DIV	
J-32A	DDO (NMCC)	
J-33	ADDO (NMCC)	
J-34	CCOC (NMCC)	
J-35	DIA RPT FOR NMIC	
J-38	NSA R	

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



REPLY TO
ATTN OF: SP

29 OCT 1975

SUBJECT: Unidentified Aircraft Siting - Loring AFB

TO: Command Section

1. I received a phone call from Col Burkette of Mr. Cotter's office requesting additional information of the helicopter siting at Loring AFB (see Atch 1 and 2). I provided the following additional data.

a. The unit presently has on hand a starlight scope borrowed from the border patrol. In addition, action is being taken to provide the unit two additional starlight scopes presently located at Pease AFB. The scopes can be used to identify the aircraft during darkness.

b. According to information obtained from the radar track it was a small aircraft, with limited range, possibly coming from the New Brunswick area of Canada.

c. Additional security measures will involve two more patrols on the Northern side of the storage area and starting at 1630 hours, a ten-man Reserve Force will be on full alert with a response time of 10 minutes. There is a Air National Guard helicopter available to assist in identification and possible airborne pursuit. Representatives from the U.S. Border Patrol, OSI, Security Police, State Police and Royal Canadian Mounted Police will be aboard the ANG aircraft.

OFFICE OF SPECIAL INVESTIGATION

d. I was asked by Col Burkette if any consideration had been given to firing upon the aircraft in question. I informed him that such action was not deemed appropriate as the aircraft had not demonstrated any hostile intent to USAF resources. To my knowledge the only possible violation was aerial border crossings. He further asked if we had alerted our Northern Tier installations. Since the aircraft had not taken any direct hostile action, it is not considered necessary to place the remainder of the command in an alert status. However, a message informing Northern bases of the situation and recommending increased vigilance has been sent.



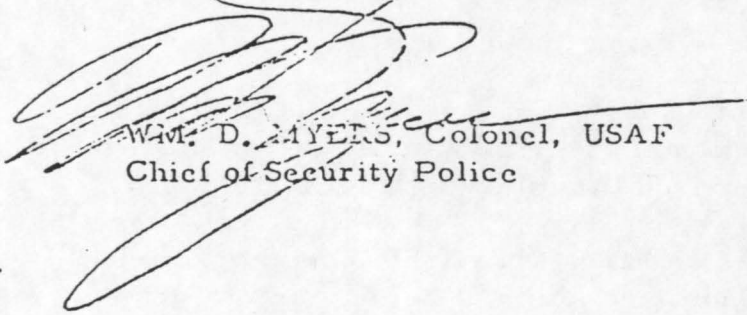
Peace is our Profession

Tab A

e. I closed by informing him that if we received any additional vital information I would keep him advised.

2. The above information was relayed to Colonel Fisher, Deputy Chief of Security Police, 11Q USAF, Wash D. C. on 29 Oct 75. He concurred in our actions to date.

3. This correspondence does not contain classified information and may be downgraded to Unclassified and marked For Official Use Only when Attachment 1 is withdrawn.



W.M. D. MYERS, Colonel, USAF
Chief of Security Police

2 Atch

1. JOPREP-JIFFY, 29 Oct 75 (C) 1 CY- *u/d*

2. CINCSAC/SP Msg
292025Z Oct 75

Cy to; DO

JA *[initials]*

11 02

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29 20 25

Z OCT 75

NO

- CINCOSAC OFFUTT AFB NE/SP
AFB
- 42SPS LORING/ME/CC
- 509SPS PEASE AFB ME/CC
- 380SPS PLATTSBURGH AFB NY/CC
- 379SPS WURTSMITH AFB MI/CC
- 449SPS KINCHELOE AFB MI/CC
- 410SPS K.I. SAWYER AFB MI/CC
- 321SPS GRAND FORKS AFB ND/CC
- 91SPS MINOT AFB ND/CC
- 341SPS MALMSTROM AFB MT/CC
- 92SPS FAIRCHILD AFB WA/CC
INFO: - 8AF BARKSDALE AFB LA/SE
- 15AF MARCH AFB CA/SP
15AD
10AD
57AD
47AD

UNCLAS

SUBJECT: DEFENSE AGAINST HELICOPTER ASSAULT.

Major Medaker, SPOA, 5301, 29 Oct
75/cp

WM. D. MYERS, Col, SP, 2146

02 02

00 00

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NO

1. THE PAST TWO EVENINGS AT ONE OF OUR NORTHERN TIER BASES AN UNIDENTIFIED HELICOPTER HAS BEEN OBSERVED HOVERING OVER AND IN THE NEAR VICINITY OF THE WSA. ATTEMPTS TO IDENTIFY THIS AIRCRAFT HAVE SO FAR MET WITH NEGATIVE RESULTS.
2. IN THE INTEREST OF NUCLEAR WEAPONS SECURITY THE ACTION ADDRESSEES WILL ASSUME SECURITY OPTION III DURING HOURS OF DARKNESS UNTIL FURTHER NOTICE. ACTIONS ALSO SHOULD BE TAKEN TO RE-ESTABLISH LIAISON WITH LOCAL LAW ENFORCEMENT AGENCIES THAT COULD ASSIST YOUR BASE IN THE EVENT OF A SIMILAR INCIDENT. BASES SHOULD THOROUGHLY REVIEW AND INSURE ALL PERSONNEL ARE FAMILIAR WITH ACTIONS TO TAKE LAW THE HELICOPTER DENIAL PORTION OF YOUR 207-XX PLAN.

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* U N C L A S S I F I E D *

GE 3 RUCIFWAD002 UNCLAS
NTRAL PORTION OF WAFB. SECURITY POLICE VISUAL CONTACTS DID NOT
SCLOSE THE TYPE CRAFT, HOWEVER THE HELICOPTER'S RUNNING LIGHTS
RE ON. NO ATTEMPT TO HOVER OVER THE STORAGE AREA WAS REPORTED.
INITIAL SECURITY POLICE REPORTS INDICATED THE HELICOPTER WAS
LIEVED TO HAVE LANDED, OFF-BASE, NEAR THE NORTHERN PERIMETER.
CIVIL POLICE WERE NOTIFIED, HOWEVER NO EVIDENCE WAS FOUND TO
CORROBORATE A LANDING. WAFB CONTROL TOWER PERSONNEL DID NOT MAKE
VISUAL CONTACT WITH THE CRAFT. NO EFFORT WAS MADE TO CHALLENGE
THE CRAFT BY RADIO TRANSMISSION. RAPCON RADAR UNIT TRACKED THE
RAFT FOR APPROXIMATELY EIGHT AND ONE-HALF MILES, IN A SOUTHERLY
DIRECTION AWAY FROM WAFB. AN AIRBORNE KC-135 AIRCRAFT TRACKED THE
ELICOPTER APPROXIMATELY THIRTY-FIVE MILES, ON A SOUTHEASTERN
BEARING FROM WAFB AND THEN LOST CONTACT. UFGN NOTIFICATION, WAFB
AUTHORITIES CONTACTED LOCAL LAW ENFORCEMENT AGENCIES, THE U.S.
COAST GUARD STATION, AND THE MICHIGAN DEPARTMENT OF NATURAL
RESOURCES, HOWEVER ALL DISCLAIMED KNOWLEDGE OF THE CRAFT. ONE
U.S. ARMY HELICOPTER HAD BEEN AT WAFB ON 30 OCT 75, BUT HAD DEPARTED
AT 1751 HOURS AND WAS SCHEDULED TO FLY TO SELFRIDGE ANSB, MI, SOUTH
OF WAFB. NO CONFIRMATION WAS MADE OF THAT CRAFT'S RETURN. (SOURCE:
WILLIAM D. THOMPSON, MAJ, CHIEF, 379TH SECURITY POLICE SQ, WAFB)

PAGE 4 RUCIFWAD002 UNCLAS

SA VARNES, AFOSI DET 0503. AFOSI EVALUATION: 65
COMMENTS: FBI, SAGINAW, MI, WAS APPRISED OF THIS INCIDENT AND
ADVISED THEY WERE UNAWARE OF HOSTILE THREATS AGAINST WAFB. EFFORTS
ARE BEING MADE TO CONFIRM THE ROUTE AND ARRIVAL TIME OF THE U.S.
ARMY HELICOPTER FROM WAFB TO SELFRIDGE ANSB, MI (SANGB), AND IF
ANY OTHER ARMY CRAFT MIGHT HAVE BEEN IN THE WAFB AREA AT THE TIME
OF THIS INCIDENT. THE COMMANDER, 379TH COMBAT SUPPORT GROUP, AND
THE COMMANDER, 379TH BOMBWING, WAFB, WERE BRIEFED BY SECURITY
POLICE. COPIES OF THIS IIR WILL BE HANDCARRIED TO THOSE COMMANDERS,
AND TO THE COMMANDER, 90TH AIR DIV, WAFB.

16- NA

17- NA

19- NA

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ROUTINE

* U N C L A S S I F I E D *

PT 00041

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RTTUZYUW RUCIFWAGCQZ 3051017-0000--RUEBDUA.

ZNR UUUUU

R 312227Z OCT 75

FM AFOSI DET 0503 WURTSMITH AFB MI

TO RUEBDUA/HQ AFOSI WASH DC/IVOAD

- RUVA444/AFOSI DIST 5 WRIGHT PATTERSON AFB CH

- RUWTEKA/AFOSI DIST 13 OFFUTT AFB NE

- RUCLMXA/AFOSI DIST 9 MAXWELL AFB AL

- RUCVAAA/AFOSI DET 0315 BARKSDALE AFB LA

- RUCIMAA/AFOSI DET 1203 SCOTT AFB IL

- RUWTEKA/HQ SAC OFFUTT AFB NE

- RUCVAAA/HQ 8TH AF BARKSDALE AFB LA

- RUCIMAA/MAC SCOTT AFB IL/SP

BT

UNCLAS FOR OFFICIAL USE ONLY AFOSI DETACHMENT 0503

THIS IS IIR 1 624 0414 75

1. UNITED STATES

2. UNKNOWN ENTITY: UNIDENTIFIED HELICOPTER SIGHTED OVER WURTSMITH AFB, MI

3. NA

4. 30 OCT 75

5. WURTSMITH AFB, MI, 30-31 OCT 75

PAGE 2 RUCIFWAGCQZ UNCLAS

6. SEE ITEM 15

7. SEE ITEM 15

8. 1 624 0414 75

9.

10.

11. HQ CR 43, 30, 3E. C5D56-105/02

12. AFOSI DIST 5, WRIGHT PATTERSON AFB, OH

13. SA LARRIE F. VARNES, AFOSI DET 0509, WURTSMITH AFB, MI

14. ROBERT L. JONES, COL, USAF, COMMANDER

15. A. THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS OR POLICIES SHOULD NOT BE EVOLVED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT.

B. ON 30 AND 31 OCT 75, SOURCE ADVISED AN UNIDENTIFIED HELICOPTER HAD BEEN SIGHTED OVER THE CONFINES OF WURTSMITH AFB, MI (WAFB). THE INITIAL SIGHTING OCCURRED AT APPROXIMATELY 2210 HOURS, 30 OCT 75, IN THE VICINITY OF THE FAMILY HOUSING AREA, LOCATED IN THE SOUTHEASTERN PORTION OF WAFB. TWO SUBSEQUENT SECURITY POLICE UNIT REPORTINGS WERE MADE AT 2214 AND 2220 HOURS, RESPECTIVELY. AT 2225 HOURS, AN UNIDENTIFIED HELICOPTER WAS REPORTED TO HAVE PASSED OVER THE WAFB WEAPONS STORAGE AREA LOCATED IN THE NORTH-

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310 013127

U N C L A S S I F I E D

PTTUZYUW RUWTFAD196 3092200-UUUU--RUEBOUA.

ZNR UUUUU

P 052305Z NOV 75

FM AFOSI DETACHMENT 1313 GRAND FORKS AFB ND

TO RUEBDOUA/HQ AFOSI WASH DC/IVOA

RUWTEKA/AFOSI DIST 13 OFFUTT AFB NE/CC

RUWJABA/AFOSI DIST 18 NORTON AFB CA

RHFIAAAA/AFOSI DET 1903 MARCH AFB CA

RUWTEJA/AFOSI DET 1312 MFNOT AFB ND

BT

UNCLAS ~~FOUO~~ FOR AFOSI ONLY

1. COUNTRY: UNITED STATES.

2. SUBJECT: ALLEGED THREAT AGAINST ALERT AIRCRAFT (U).

3. ISC NUMBER: N/A.

4. DATE OF INFORMATION : 3 NOV 75.

5. PLACE AND DATE OF ACB: GRAND FORKS AFB, ND 3 NOV 75.

6. EVALUATION: SEE ITEM 15.

7. SOURCE: SEE ITEM 15.

8. REPORT NUMBER: 1-624-0305-75.

9. DATE OF REPORT: 5 NOV 75.

11. NO. OF PAGES: NA.

11. REFERENCES: HQCR 44, PARA 3C HQCR 45, PARA 3A.

PAGE 2 RUWTFAD196 UNCLAS ~~FOUO~~

12. ORIGINATOR: AFOSI DIST 13, OFFUTT AFB, NE: 13056-105/02.

13. PREPARED BY: SA TRUMAN D WILCOX/OFN/AFOSI DET 1313.

14. APPROVING AUTHORITY: LT COL D. F. NELSON, AFOSI DISTRICT 13/CHIEF OPERATIONS DIVISION.

15. A. SUMMARY: THIS REQUEST CONTAINS UNPROCESSED INFORMATION. PLANS OR POLICIES SHOULD NOT BE EVOLVED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT. SOURCES PROVIDED INFORMATION CONCERNING SHOTS ALLEGEDLY FIRED AT AIRCRAFT AT THE GRAND FORKS AFB (GFAFB) ND ALERT FACILITY. INSPECTION OF THE CONCERNED AIRCRAFT YIELDED NO EVIDENCE OF DAMAGE.

B. (1) ON 3 NOV 75, SOURCE ADVISED THAT FOUR SECURITY POLICEMEN HEARD WHAT THEY BELIEVED TO BE SHOTS AND POSSIBLE HITS ON TWO AIRCRAFT, ONE A B-52 NO. 004, AND ONE A KC-135, NO. 7997. (SOURCE: RICKY L. CLINE, S T, FR — 67C — : CENTRAL SECURITY CONTROL, 321 SECURITY POLICE GROUP, GFAFB — AFOSI EVALUATION: -65-)

(2) ON 4 NOV 75, SOURCE, LOCATED IN THE VICINITY OF AIRCRAFT 7997, ADVISED THAT HE HAD HEARD FIVE SHOTS IN GROUPS OF THREE AND TWO WITH A SPACE OF APPROXIMATELY TWO SECONDS BETWEEN THE GROUPS. APPROXIMATELY THREE SECONDS LATER HE HEARD TWO

PRIORITY

• U N C L A S S I F I E D •

IMMEDIATE

0011 MSG 44 PAGE 01 308 0100

ACTION: NONE-00.

INFO:

01112YUW PUCSHIJ2931 3080301 0031-0000--RUEFHQA.

ZNP 000000 ZNZ1

0 040301Z NOV 75

FM 314548Z NOV 75 CP GRAND FORKS ST / JJC000

TO ZEN/SAC CP FORCE STATUS

ZEN/SAC CP LOGISTICS

ZEN/ISAF CP FORCE STATUS

ZEN/ISAF CP LOGISTICS

ZEN/53W89154W CP MINCT ND

ZEN/11125 CP ALTUS OK

RUEFHQA/CSAF

RUEKAAA/USAF FWD OPS DIV FT RITCHIE MD

BT

UNCLASSIFIED JOPREP JIFFY 0009/FF0910/IN/CPREP-3 BEELINE /
76-110-C1

MIN01 PLEASE PASS TO STAD/CP

EVENT/INCIDENT: COMMAND POST NOTIFIED AT 040130Z NOV 75 THAT
THERE WERE POSSIBLY SOME SHOTS FIRED FROM ON BASE TOWARD HARD
ALERT AIRCRAFT ON THE SAC ALERT RAMP. SECURITY POLICE HAVE
RESPONDED. REPORTEDLY ONE ALERT TANKER AND BOMBER WERE HIT.
NO DAMAGE TO ANY AIRCRAFT WAS DISCOVERED AFTER THOROUGH INSPEC-
TION BY MAINTENANCE AND AIRCREWS USING ARTIFICIAL LIGHT.

PAGE 02 PUCSHIJ 2931 UNCLAS

INSPECTION WILL BE RESUMED DURING DAYLIGHT HOURS. NO INJURIES
REPORTED. FURTHER REPORTS TO FOLLOW. THIS REPORT EXCEEDS THE
ONE HOUR CRITERIA DUE TO TWO INCIDENTS REQUIRING UPCHANNELING
SIMULTANEOUSLY. REFERENCE HOMELINE 76-111-C1.

BT

#2931

01112YUW PUCSHIJ2931 3080301 0031-0000

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IMMEDIATE

PRIORITY

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PAGE 3 RUWTFAD136 UNCLAS ~~FOUO~~

SEPARATE "THUDS" ON AIRCRAFT 7997. (SOURCE: W. (I.O.)
BRUCE BRY, AKA, FR — ~~b7C~~ —; 321 SECURITY POLICE SQUADRON;
GFAFB-AFOSI EVALUATION: -b5-)

(3) ON 4 NOV 75, SOURCE ADVISED THAT HE HEARD TWO SHOTS
AND THEN THREE SECONDS LATER HE HEARD EIGHT OR NINE MORE
SHOTS EVENLY SPACED. HE BELIEVED THE SHOTS TO BE FROM A
RIFLE PROBABLY MORE HIGH-POWERED THAN A .22 CALIBER RIFLE.
THE SHOTS CAME FROM A SOUTHEASTERLY DIRECTION WHICH IS FROM
THE DIRECTION OF THE GOLF COURSE. HE WAS STATIONED AT THE
ALERT FACILITY GATE. (SOURCE: BRIAN C. GOLDAHMER, AIC,
FR — ~~b7C~~ —; 321 SECURITY POLICE SQUADRON, GFAFB-AFOSI
EVALUATION: -b5-.)

(4) ON 4 NOV 75, SOURCE, LOCATED IN THE VICINITY OF AIRCRAFT
004, ADVISED THAT HE HEARD FOUR OR FIVE SHOTS IN RAPID
SUCCESSION FROM THE DIRECTION OF THE GOLF COURSE AND THEN
ONE HIT WHICH SOUNDED LIKE A LARGE ROCK AGAINST AIRCRAFT 004.
THE SHOTS WERE LOUD AND CLEAR AND SOUNDED AS IF THEY CAME
FROM A SMALL CALIBER RIFLE, POSSIBLY A .22 (SOURCE: BRUCE
L. CAMPBELL, AIC, FR — ~~b7C~~ —; 321 SECURITY POLICE SQUADRON,
GFAFB-AFOSI EVALUATION: -b5-)

PAGE 4 RUWTFAD136 UNCLAS ~~FOUO~~

(5) ON 4 NOV 75, SOURCE, LOCATED IN THE VICINITY OF AIRCRAFT
7997, ADVISED THAT HE HEARD FOUR OR FIVE SHOTS IN RAPID
SUCCESSION, POSSIBLY FROM A SEMI-AUTOMATIC RIFLE, PROBABLY
A SMALL CALIBER RIFLE. THE SHOTS CAME FROM A SOUTHEASTERLY
DIRECTION FROM THE GOLF COURSE. APPROXIMATELY TWO SECONDS
LATER HE HEARD WHAT HE BELIEVED TO BE TWO HITS ON THE REAR
OF AIRCRAFT 7997. (SOURCE: STEVEN K. BOLZ, AKA, FR — ~~b7C~~ —
— ~~b7C~~ —; 321 SECURITY POLICE SQUADRON, GFAFB-AFOSI EVALUATION:
-b5-)

(6) ON 4 NOV 75, SOURCE STATED HE REPORTED TO THE SOUTHWEST
CORNER OF THE GOLF COURSE, APPROXIMATELY 150 YARDS FROM THE
SOUTH PERIMETER FENCE. "OMAR" PICKED UP A SCENT AND SCOUTED
TO THE PERIMETER FENCE, ACROSS THE FENCE AND SOUTH TO N.O.
HIGHWAY 2, ACROSS HIGHWAY 2 AND ACROSS THE DEBRIS (BROKEN
CONCRETE). THE TRACK TURNED EAST NEARLY PARALLEL TO THE
HIGHWAY AND "OMAR" TRACKED APPROXIMATELY 100-150 YARDS TO
A SMALL TRAILER COURT (20 TRAILERS) THEN TURNED SOUTH ALONG
A TREE LINE AND THEN SOUTHEAST TOWARD A TRAILER. THE TRACK
WAS LOST AT A PICKET FENCE ADJOINING THE TRAILER. NO LIGHTS
WERE ON IN THE TRAILER AND NO ONE WAS LOCATED IN THE VICINITY.
SOURCE WAS ACCOMPANIED BY CAPT KLAUON; 321 SECURITY POLICE

PAGE 5 RUWTFAD136 UNCLAS ~~FOUO~~

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SQUADRON, 6FAFB, AN BY LUTHER EDMOND; CIVILIAN, FHEPAC, ND, POLICE DEPARTMENT. (SOURCE ROBERT J. FRITCH, SGT, FR — 67C —; MILITARY WORKING DOG SECTION; 321 SECURITY POLICE SQUADRON, 6FAFB; K-9 "GMAR"—AFOSI EVALUATION: 65)
(7) INSPECTION OF AIRCRAFTS NUMBERS 104 AND 7937 BY THE CREW CHIEFS AND MAINTENANCE PERSONNEL ASSIGNED TO THE 319 BOMB WING REVEALED NO EVIDENCE OF DAMAGE TO THE AIRCRAFTS. THE AREA SURROUNDING THE AIRCRAFT AND THAT FROM WHICH SHOTS WERE BELIEVED TO BE FIRED WERE INSPECTED. NO SPENT CARTRIDGES OR BULLETS WERE LOCATED.

(8) THE ALERT FACILITY IS LOCATED ON THE SOUTHWEST PORTION OF 6FAFB. IT IS BOUNDED ON THE SOUTH BY ND HIGHWAY 2 AND ON THE EAST BY THE 6FAFB GOLF COURSE. NO BLAST DEFLECTORS ARE LOCATED ON THE ALERT FACILITY. THE ALERT FACILITY AND SURROUNDING AREA IS FLAT AND OPEN TERRITORY. ASIDE FROM THOSE STRUCTURES IN THE ALERT FACILITY THERE ARE NO BUILDINGS IN THE VICINITY OF THE FACILITY.

(9) PRESS COVERAGE INCLUDED LOCAL TELEVISION NEWS COVERAGE (WXJ) AND NEWSPAPER COVERAGE—FRANK FORKS HERALD, VOL 97, NUMBER 130; SECTION TWO, PAGE 3. COVERAGE REPORTED THAT

PAGE 2 RUWTOF40136 UNCLAS ~~FOUO~~

SEVERAL SHOTS WERE HEARD NEAR THE BASE PERIMETER AND THAT INSPECTION REVEALED NO AIRCRAFT HAD BEEN DAMAGED.

(10) THE FOLLOWING INDIVIDUALS AT 6FAFB WERE NOTIFIED OF THE TRANSMISSION OF THIS DOCUMENT: DALE E. EPPINGER, COL, COMMANDER, 321 CSG; DONALD D. JOHNSON, CO, COMMANDER, 319 BOMB WING; WILLIAM A. COCKAYNE, COL, COMMANDER, 321 SECURITY POLICE GROUP.

(11) THIS REPRESENTS THE FIRST INCIDENT OF THIS NATURE AT 6FAFB WITHIN THE PRECEDING 19 MONTHS.

(12) COMMAND POST, 6FAFB, ND, ADVISED OP REP 3 REELINE NUMBER 75-110-01 WAS DISPATCHED - DT 11040302Z.

16. DISTRIBUTION BY ORIGINATOR:

HGAFOSI/IVOA	1
AFOSI DIST 13 (SAC/SP-INFO)	2
AFOSI DIST 19	1
AFOSI DET 1903 (15AF/CC-INFO)	2
AFOSI DET 1312 (57AD/CC-INFO)	2
AFOSI DET 1313 (321CSG/CC-INFO,	
321SMW/CC-INFO,	
319BW/CC-INFO)	3

BT
#0136

PRIORITY

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ROUTINE

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PT 00038

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3

RTTUZYUW RUWMB042389 3120155-UUUU—RUEBDUA.

ZNR UUUUU

R 090001Z NOV 75

FM AFOSI DET 2006 MALMSTROM AFB MT/CC

TO RUEBDUA/HQ AFOSI DC/IVOA

- INFO RUWJBKA/AFOSI DIST 20 MCCHORD AFB WA/CC
- RUWHATA/97 AIR DIV FAIRCHILD AFB WA/CC
- RUWHATA/AFOSI DET 2001 FAIRCHILD AFB WA/CC
- RUWTEKA/HQ SAC OFFUTT AFB NB/CC
- RUWTEKA/AFOSI DIST 13 OFFUTT AFB NB/CC
- RHFIAAA/HQ 15AF MARCH AFB CA/CC
- RUCVAAA/HQ 84F BARKSDALE AFB LA/CC
- RUCLHXA/AFOSI DIST 8 MAXWELL AFB AL/CC
- RUCVAAA/AFOSI DET B15 BARKSDALE AFB LA/CC
- RUWJABA/AFOSI DIST 18 NORTON AFB CA/CC
- RHFIAAA/AFOSI DET 1803 MARCH AFB CA/CC
- RUCISBA/AFOSI DIST 12 CHANUTE AFB IL/CC
- RUCIHAA/AFOSI DET 1203 SCOTT AFB IL/CC
- RUCIHAA/HAC SCOTT AFB IL/SP
- RUWHEFA/22AF TRAVIS AFB CA/CC
- RUEOLIA/21AF MCGUIRE AFB NJ/CC
- RUWHEFA/AFOSI DIST 19 TRAVIS AFB CA/CC

Possibly 1 and

20/1342

*Andrew
Chapman*

CM

PAGE 2 RUWMB042389 UNCLAS FOUO

RUEOAWA/AFOSI DIST 4 ANDREWS AFB DC/CC

RUEOLIA/AFOSI DET 408 MCGUIRE AFB NJ/CC

ZEN/SAC, FBI, GREAT FALLS MT

ZEN/341 SHW MALMSTROM AFB MT/CC

ZEN/341 CSG MALMSTROM AFB MT/CC

BT

UNCLAS FOUO

THIS IS IIR 1 624 1342 75

1. UNITED STATES
2. MALMSTROM AFB, MT 7 NOV 75, OBSERVATION OF UNIDENTIFIED AIRCRAFT IN THE IMMEDIATE VICINITY OF USAF MISSILE LAUNCH CONTROL FACILITY.
3. BLANK
4. 7 NOV 75
5. MALMSTROM AFB, MT, 7 NOV 75
6. SEE ITEM 15
7. SEE ITEM 15
8. 1 624 1342 75
9. 7 NOV 75

ROUTINE

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ROUTINE

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PAGE 3 RUWH90A2389 UNCLAS FOUO

10. BLANK

11. HQ CR 44, PARA 3D; HQ CR 45, PARA 3B

12. AFOSI DIST 20, MCCHORD AFB WA; 20056-105/02/14

13. SA WARREN L. SMITH/RTH/AFOSI DET 2006, MALMSTROM AFB MT

14. WHITNEY C. WALKER, LT COLONEL, USAF, COMMANDER

15. DETAILS:

A. THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS AND POLICIES SHOULD NOT BE EVOLVED SOLELY ON THE BASIS OF THIS REPORT.

B. ON 7 NOV 75, THOMAS W. OBRIEN II, CAPT, 430 STRATEGIC MISSILE SQUADRON, MALMSTROM AFB (MAFB), MT, SOURCE, AN OFF DUTY MISSILE LAUNCH OFFICER REPORTED THAT UNIDENTIFIED AIRCRAFT RESEMBLING A HELICOPTER HAD APPROACHED AND HOVERED NEAR A USAF MISSILE LAUNCH CONTROL FACILITY (LCF), NEAR LEWISTOWN, MT. SOURCE EXPLAINED THAT AT ABOUT 0020, 7 NOV 75, SOURCE AND HIS DEPUTY OFFICER HAD JUST RETIRED FOR CREW REST IN THE SOFT SUPPORT BUILDING (SSB) AT THE LCF, WHEN BOTH HEARD THE SOUND OF A HELICOPTER ROTOR ABOVE THE SSB. THE DEPUTY OFFICER WENT TO THE WINDOW AND THERE OBSERVED THE SILHOUETTE OF A LARGE AIRCRAFT HOVERING ABOUT 10-15 FEET ABOVE THE GROUND AND ABOUT

PAGE 4 RUWH90A2389 UNCLAS FOUO

25 FEET OUTSIDE OF THE LCF PERIMETER FENCE. THE DEPUTY OBSERVED TWO RED-AND-WHITE LIGHTS ON THE FRONT OF THE AIRCRAFT, A WHITE LIGHT ON THE BOTTOM, AND A WHITE LIGHT ON THE REAR. THE AIRCRAFT HOVERED MOTIONLESS IN THIS POSITION FOR ABOUT ONE MINUTE AND THEN DEPARTED. SOURCE DID NOT PERSONALLY OBSERVE THE AIRCRAFT, BUT FROM ITS SOUND SPECULATED THAT IT WAS A HELICOPTER. THE DEPUTY ALSO SPECULATED THAT THE SOUNDS HE HEARD WERE THOSE OF A HELICOPTER. THE DEPUTY'S OBSERVATIONS WERE LIMITED BY THE DARKNESS OF THE NIGHT WHICH PREVENTED ANY DETECTION OF PERSONNEL OR EQUIPMENT ABOARD THE AIRCRAFT OR ANY MARKINGS THEREON. SOURCE LATER QUESTIONED OTHER PERSONNEL AT THE LCF, BUT ALL DENIED KNOWLEDGE OF THIS EVENT. (AFOSI EVALUATION: 65/SA SMITH).

C. ON 7 NOV 75, ROSCOE E. MOULTHROP III, CAPT, 391 STRATEGIC MISSILE WING, ADVISED THAT DURING THE EVENING HOURS OF 6-7 NOV 75, TWO ADJACENT LCFS, APPROXIMATELY 50 MILES SOUTH OF AFOREMENTIONED LCF, REPORTED MOVING LIGHTS AS UNIDENTIFIED FLYING OBJECTS (UFO). DURING THIS PERIOD THERE WERE NO REPORTS OF HELICOPTER NOISES FROM PERSONNEL AT THESE LCFS. (AFOSI EVALUATION 65/SA SMITH).

PAGE 5 RUWH90A2389 UNCLAS FOUO

COMMENTS OF THE APPROVING OFFICER:

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ROUTINE

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RTTUZYUW RUCIFW40250 3150130-UUUU-RUEB0U4.
ZNR UUUUU

R 102315Z NOV 75

FM AFOSI DET 0509 WURTSMITH AFB MI
TO RUWJ3KA/AFOSI DIST 20 MCCHORD AFB WA
RUWMEFA/AFOSI DIST 19 TRAVIS AFB CA
INFO RUEB0U4/HQ AFOSI WASH DC/IV0AD
RUVA4AA/AFOSI DIST 5 WRIGHT PATTERSON AFB OH
BT

UNCLAS FOR OFFICIAL USE ONLY AFOSI DETACHMENT 0509 SECTION 1 OF 3
REF AFOSI DET 0509 MESSAGES 312227Z OCT 75 AND 070005Z NOV 75.
MAC HQ, SCOTT AFB, IL, HAS REQUESTED BOTH REFERENCED MESSAGES
BE RETRANSMITTED AND PROVIDED TO THE COMMANDER, MCCHORD AFB, WA,
AND COMMANDER, 22ND AF, TRAVIS AFB, CA. MESSAGES ARE QUOTED
AS FOLLOWS:

THIS IS IIR 1 624 0414 75

1. UNITED STATES.
2. UNKNOWN ENTITY: UNIDENTIFIED HELICOPTER SIGHTED OVER
WURTSMITH AFB, MI
3. NA

PAGE 2 RUCIFW40250 UNCLAS

4. 30 OCT 75
5. WURTSMITH AFB, MI, 30-31 OCT 75
6. SEE ITEM 15
7. SEE ITEM 15
8. 1 624 0414 75
- 9.
- 10.

11. HQ CR 44, 30, 3E, 05056-105/02

12. AFOSI DIST 5, WRIGHT-PATTERSON AFB, OH

13. SA LARRIE F. VARNES, AFOSI DET 0509, WURTSMITH AFB, MI

14. ROBERT L. JONES, COL, USAF, COMMANDER

15. A. THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS OR
POLICIES SHOULD NOT BE EVOLVED OR MODIFIED SOLELY ON THE BASIS OF
THIS REPORT.

B. ON 30 AND 31 OCT 75, SOURCE ADVISED AN UNIDENTIFIED HELI-
COPTER HAD BEEN SIGHTED OVER THE CONFINES OF WURTSMITH AFB, MI
(WAFB). THE INITIAL SIGHTING OCCURRED AT APPROXIMATELY 2210 HOURS,
30 OCT 75, IN THE VICINITY OF THE FAMILY HOUSING AREA, LOCATED IN
THE SOUTHEASTERN PORTION OF WAFB. TWO SUBSEQUENT SECURITY POLICE

PAGE 3 RUCIFW40250 UNCLAS

UNIT REPORTINGS WERE MADE AT 2214 AND 2220 HOURS, 30 OCT 75.
AT 2225 HOURS, AN UNIDENTIFIED HELICOPTER WAS REPORTED TO HAVE

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ROUTINE

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THIS OFFICE WAS RECENTLY NOTIFIED OF A MESSAGE RECEIVED BY SECURITY POLICE, MAFB, MT, DETAILING A SIMILAR NOCTURNAL APPROACH BY A HELICOPTER AT A USAF WEAPONS STORAGE AREA LOCATED AT A NOTHER USAF BASE IN THE NORTHERN TIER STATES. LOCAL AUTHORITIES DENIED THE USE OF THEIR HELICOPTERS DURING THE PERIOD 6-7 NOV 75. COMMERCIAL AIR SERVICES IN LEWISTOWN, MT, ADVISED THAT NO HELICOPTERS WERE IN USE DURING THIS PERIOD. HELICOPTERS ASSIGNED TO MAFB, MT, WERE NOT IN USE DURING THIS PERIOD. THIS MESSAGE WAS COORDINATED WITH AND APPROVED BY THE COMMANDER, AFOSI DISTRICT 20.

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PASSED OVER THE WAFB WEAPONS STORAGE AREA LOCATED IN THE NORTH-CENTRAL PORTION OF WAFB. SECURITY POLICE VISUAL CONTACTS DID NOT DISCLOSE THE TYPE CRAFT, HOWEVER THE HELICOPTER'S RUNNING LIGHTS WERE ON. NO ATTEMPT TO HOVER OVER THE STORAGE AREA WAS REPORTED. INITIAL SECURITY POLICE REPORTS INDICATED THE HELICOPTER WAS BELIEVED TO HAVE LANDED, OFF-BASE, NEAR THE NORTHERN PERIMETER. CIVIL POLICE WERE NOTIFIED, HOWEVER NO EVIDENCE WAS FOUND TO CORROBORATE A LANDING. WAFB CONTROL TOWER PERSONNEL DID NOT TAKE VISUAL CONTACT WITH THE CRAFT. NO EFFORT WAS MADE TO CHALLENGE THE CRAFT BY RADIO TRANSMISSION. RAPCON RADAR UNIT TRACKED THE CRAFT FOR APPROXIMATELY EIGHT AND ONE-HALF MILES, IN A SOUTHERLY DIRECTION AWAY FROM WAFB. AN AIRBORNE KC-135 AIRCRAFT TRACKED THE HELICOPTER APPROXIMATELY THIRTY-FIVE MILES, ON A SOUTHEASTERN BEARING FROM WAFB AND THEN LOST CONTACT. UPON NOTIFICATION, WAFB AUTHORITIES CONTACTED LOCAL LAW ENFORCEMENT AGENCIES, THE U.S. COAST GUARD STATION, AND THE MICHIGAN DEPARTMENT OF NATURAL RESOURCES, HOWEVER ALL DISCLAIMED KNOWLEDGE OF THE CRAFT. ONE

PAGE 4 RUCIFWAO250 UNCLAS

U.S. ARMY HELICOPTER HAD BEEN AT WAFB ON 30 OCT 75, BUT HAD DEPARTED AT 1751 HOURS AND WAS SCHEDULED TO FLY TO SELFRIDGE ANGB, MI, SOUTH OF WAFB. NO CONFIRMATION WAS MADE OF THAT CRAFT'S RETURN. (SOURCE: WILLIAM D. THOMPSON, MAJ, CHIEF, 379TH SECURITY POLICE SQ, WAFB; SA VARNES, AFOSI DET 0503. AFOSI EVALUATION: bs) COMMENTS: FBI, SAGINAW, MI, WAS APPRAISED OF THIS INCIDENT AND ADVISED THEY WERE UNAWARE OF HOSTILE THREATS AGAINST WAFB. EFFORTS ARE BEING MADE TO CONFIRM THE ROUTE AND ARRIVAL TIME OF THE U.S. ARMY HELICOPTER FROM WAFB TO SELFRIDGE ANGB, MI (SANG), AND IF ANY OTHER ARMY CRAFT MIGHT HAVE BEEN IN THE WAFB AREA AT THE TIME OF THIS INCIDENT. THE COMMANDER, 379TH COMBAT SUPPORT GROUP, AND THE COMMANDER, 379TH BOMB WING, WAFB, WERE BRIEFED BY SECURITY POLICE. COPIES OF THIS IIR WILL BE HANDCARRIED TO THOSE COMMANDERS, AND TO THE COMMANDER, 40TH AIR DIV, WAFB.

16. NA

17. NA

18. NA

THIS IS IIR 1 624 0415 75

1. UNITED STATES

PAGE 5 RUCIFWAO250 UNCLAS

2. UNKNOWN ENTITY: UNIDENTIFIED HELICOPTER SIGHTED OVER WURTSMITH AFB, MI

3. NA

4. 30 OCT 75

5. WURTSMITH AFB, MI, 3-7 NOV 75

6. SEE ITEM 15

ROUTINE

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ROUTINE

* U N C L A S S I F I E D *

7. SEE ITEM 15

8. 1 624 0415 75

9. NA

10. 10

11. HQ CR 44, 30, 3E, / 05056-105/02

12. AFOSI DIST 5, WRIGHT-PATTERSON AFB, OH

13. SA LARRIE F. VARNES, AFOSI DET 0503, WURTSMITH AFB, MI

14. ROBERT L. JONES, COL, USAF, COMMANDER

15. A. THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS OR POLICIES SHOULD NOT BE EVOLVED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT.

B. THIS REPORT IS A FOLLOW-UP TO IIR NUMBER 1 624 0414 75, 312227Z OCT 75, WHICH REPORTED FOUR SECURITY POLICE GROUND

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SIGHTINGS AND AIRBORNE TRACKING OF UNIDENTIFIED CRAFT BY 4 KC-135 AIRCRAFT IN THE WURTSMITH AFB, MI (WAFB) AREA, 30 OCT 75.

C. ON 3 NOV 75, JAY F. BORDEN, MAJ, OPERATIONS DIVISION, 379TH COMBAT SUPPORT GROUP, WAFB, TELEPHONICALLY CONTACTED SELFRIEGE ANG, MI (SANG), TO DETERMINE WHEN THE U.S. ARMY HELICOPTER, WHICH DEPARTED WAFB AT 1731 HOURS, 30 OCT 75, ARRIVED AT SANG. HE WAS INFORMED THE UH-1 TYPE HELICOPTER, NUMBER GD 16037, HAD ARRIVED SANG AT 1915 HOURS, AND AGAIN DEPARTED AT 1947 HOURS FOR RETURN TO GRAND LEDGE, MI, ITS ORIGINATION POINT. FURTHER REVIEWS DISCLOSED ANOTHER HELICOPTER HAD ORIGINATED AT SANG, BUT HAD RETURNED PRIOR TO THE TIMES THE SIGHTINGS WERE REPORTED AT WAFB. (SA VARNES, AFOSI DET 0509, AFOSI EVALUATION: (b5))

D. ON 4 NOV 75, THE SECURITY POLICE WHO MADE REPORTINGS WERE INTERVIEWED. MARTIN E. TACKABURY, AMN, WHO HAD BEEN ASSIGNED AT THE CAPEHART HOUSING AREA GATE, ADVISED HE HAD AN APPROXIMATE FIVE SECOND SIGHTING OF A CRAFT NEAR THE WAFB PERIMETER, DUE SOUTH OF HIS LOCATION. THE CRAFT HAD ONE WHITE LIGHT, POINTING DIRECTLY DOWNWARD, AND TWO RED LIGHTS NEAR THE

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RTTUZYUW RUCIFWAD251 3150130-UUUU—RUEBDUA.
ZNR UUUUU

R 102315Z NOV 75

FM AFOSI DET 0503 WURTSNITH AFB MI
TO RUWJ8KA/AFOSI DIST 20 MCCHORD AFB WA
RUWMEFA/AFOSI DIST 19 TRAVIS AFB CA
INFO RUEBDUA/HQ AFOSI WASH DC/IVOAD
RUVAAAA/AFOSI DIST 5 WRIGHT-PATTERSON AFB OH
BT

UNCLAS FOR OFFICIAL USE ONLY SECTION 2 OF 3
REAR. IT APPEARED TO BE HEADING IN A WEST-SOUTHWEST DIRECTION.
HE DID NOT HEAR THE CRAFT BECAUSE OF THE NOISE OF AN AIR-
BORNE B-52, WHICH HE BELIEVED WAS TO THE NORTH OF HIS POSITION,
NEAR THE WAFB MAIN GATE. MICHAEL J. MYERS, 4NN, ASSIGNED AS
POLICE UNIT SEVEN, WAS LOCATED AT THE MOTOR POOL AND OBSERVED
LIGHTS (NFI) DUE WEST OF HIS POSITION, NEAR THE WESTERN EDGE
OF WAFB. THE LIGHTS TURNED NORTH AND APPEARED TO LOSE ALTI-
TITUDE. HE DID NOT HEAR THE CRAFT. ROBERT J. ANDERSON, SGT,
ALSO AT THE MOTOR POOL, STATED HE OBSERVED AN AIRBORNE KC-135
AND ANOTHER CRAFT, WITH A STEADY RED LIGHT. THE CRAFT APPEARED

PAGE 2 RUCIFWAD251 UNCLAS

TO BE FLYING SLOWER, AND AHEAD AND BELOW THE KC-135. HE
BELIEVED HE HEARD A SOUND SIMILAR TO A HELICOPTER. HIS SIGHT-
ING LASTED ABOUT 30 TO 35 SECONDS. ROGER G. SKIPPER, AIC,
LOCATED AT THE WAFB MAIN GATE, RESPONDED TO THE REPORTS FROM
THE MOTOR POOL. HE STATED HE HEARD POSSIBLE SOUNDS OF A
WHICH THEN DIMINISHED COMPLETELY. ISA VARNES, AFOSI DET 0503,
AFOSI EVALUATION: (DS)

E. ON 5 NOV 75, A REVIEW WAS CONDUCTED OF THE CHRONOLO-
GICAL LOG MAINTAINED BY THE COMMAND POST, WAFB. THE FOLLOWING
ENTRIES WERE NOTED:

1. 2230 HOURS (LOCAL): KC-135 AIRCRAFT REPORTED
RADAR CONTACT WITH UNIDENTIFIED CRAFT, 8 1-2 MILES NE OF WAFB.
2. 2245: CENTRAL SECURITY CONTROL (CSC) REPORTED
UNIDENTIFIED CRAFT FLYING LOW OVER CAPEHART GATE.
3. 2250: KC-135 MADE VISUAL CONTACT WITH TWO POS-
SIBLE CRAFT, HEADING SOUTH IN TRAIL FORMATION, 21 MILES NNE
OF WAFB. ESTIMATED SPEED 150 KNOTS.
4. 2313: KC-135 HAD VISUAL CONTACT WITH CRAFT UN-
TIL ABOUT 35 MILES SE OF WAFB. (LOG REFLECTED REPORTING OF

PAGE 3 RUCIFWAD251 UNCLAS

RETURN OF CRAFT FROM THAT POINT TO WAFB "SEVERAL TIMES".)

5. 0015: KC-135 REPORTED VISUAL CONTACT WITH ONE

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ROUTINE

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CRAFT 8 TO 9 MILES SW OF WAFB. NO LIGHTS ON CRAFT.

6. 0017: KC-135 REPORTED SECOND CRAFT WITH NO LIGHTS.

7. 0018: KC-135 OVER WAFB.

8. 0020: KC-135 REPORTED TWO CRAFT TAKING EVASIVE ACTION 6 MILES SE OF WAFB.

9. 0022: KC-135 REPORTED CRAFT WERE TRAVELING IN EXCESS OF 200 KNOTS.

10. 0024: KC-135 REPORTED THE CRAFT TURNED BACK (NO EXPLANATION).

11. 0025: KC-135 REPORTED ATTEMPT TO RECONTACT CRAFT.

12. 0026: KC-135 REPORTED VISUAL CONTACT WITH APPARENT FIXED-WING CRAFT, 16 MILES SE OF WAFB.

13. 0030: KC-135 REPORTED THEY HAD LOST CONTACT.

14. 0032: KC-135 REPORTED IT WAS LANDING DUE TO LOW FUEL.

15. 0042: K-9 SECTION, SECURITY POLICE, REPORTED

PAGE 4 RUCIFWAO251 UNCLAS

POSSIBLE HELICOPTER LANDING, OFF-BASE IN EOD RANGE.

16. 0058: WAFB CONTROL TOWER REPORTED NO CONTACT.

17. 0106: APPROACH CONTROL RADAR (RAPCON) REPORTED UNIDENTIFIED CRAFT LOCATED 1 1/2 MILES FROM WEST END OF RUNWAY. (SA VARNES, AFOSI DET 0509, AFOSI EVALUATION: b5)

F. ON 6 NOV 75, FREDERICK G. PAPPAS, MAJ, KC-135 COMMANDER, AND RANDALL HIGGINBOTHAM, INSTRUCTOR PILOT, STATED THEY HAD BEEN CONDUCTING PRACTICE LANDINGS WHEN THE WAFB CONTROL TOWER REPORTED RADAR CONTACT WITH UNIDENTIFIED CRAFT AND ASKED THEM TO ATTEMPT A VISUAL CONTACT. NO CONTACT COULD BE MADE. AFTER A SECOND "RACETRACK" OF WAFB, THE NAVIGATOR REPORTED CONTACT ON RADAR, AND RAPCON CONFIRMED THE POSITION, EAST OF WAFB, NEAR LAKE HURON. RAPCON VECTORED THE KC-135 TO THE AREA AND THEY MADE VISUAL CONTACT WITH UNIDENTIFIED CRAFT. IT APPEARED TO BE TWO CRAFT, WITHOUT NAVIGATION OR ANTI-COLLISION LIGHTS ON. THE CRAFT EACH DISPLAYED A DIM WHITE-LIGHT ORANGE LIGHT AT ENTIRELY RANDOM INTERVALS, AS IF TO SIGNAL THEIR POSITIONS TO EACH OTHER. TWO TURNS WERE MADE TO ATTEMPT TO CLOSE WITH THE CRAFT, AND EACH TIME THE CRAFT TURNED TO MAINTAIN THE DISTANCE

PAGE 5 RUCIFWAO251 UNCLAS

BETWEEN THEM. AT A POINT ABOUT 35 MILES SE OF WAFB, THE CRAFT DESCENDED AND CONTACT WAS LOST. THE WAFB COMMAND POST REQUESTED THE KC-135 MAINTAIN ORBIT TO THE EAST OF WAFB. RAPCON SUBSEQUENTLY REPORTED A CONTACT DUE WEST OF THE KC-135, AND SOUTH OF WAFB. THE KC-135 HEADED WEST AND RAPCON REPORTED A CLOSING COURSE UNTIL THE TWO CONTACTS WERE ABOUT 10 MILES APART. THE UNIDENTIFIED THEN TURNED WEST AND CONTACT WAS LOST.

ROUTINE

* U N C L A S S I F I E D *

ROUTINE

* U N C L A S S I F I E D *

RAPCON LATER REPORTED ANOTHER CONTACT EAST OF WAFB. THE KC-135 AGAIN MADE VISUAL CONTACT WITH APPARENTLY THE SAME CRAFT, HEADED SOUTH. ATTEMPTS TO CLOSE WERE UNSUCCESSFUL AND THE CRAFT WERE ESTIMATED TO BE FLYING AT OVER 200 KNOTS. VISUAL CONTACT WITH THE RANDOMLY BLINKING LIGHTS WAS MAINTAINED AND THEN LOST IN THE SAME VICINITY AS THE FIRST TIME. BECAUSE OF LOW FUEL, THE KC-135 RETURNED TO WAFB, AND ON THEIR FINAL APPROACH, RAPCON AGAIN REPORTED A CONTACT 5 TO 7 MILES DUE SOUTH OF WAFB. VISUAL CONTACT WITH APPARENTLY THE SAME BLINKING LIGHTS VERIFIED THE CONTACT, HOWEVER THE KC-135 WAS FORCED TO LAND. THE CLOSEST THE KC-135 HAD BEEN ABLE TO GET WAS ESTIMATED TO BE ONE MILE, AND ALTITUDE RANGED FROM 1500 TO

PAGE 6 RUCIFWA0251 UNCLAS

3000 FEET. (SA VARNES, AFOSI DET 0503, AFOSI EVALUATION: b5)
G. ON 6 NOV 75, JAMES A. MILLER, SGT, SECURITY POLICE, WAFB, ADVISED HE HAD BEEN ON DUTY IN THE WEAPONS STORAGE AREA AND REPORTED THE SOUND OF A POSSIBLE HELICOPTER TO CSC. THE SOUND SEEMED TO BE EMANATING FROM THE EOD RANGE LOCATED OFF-BASE NEAR THE NORTHERN PERIMETER, AND SEEMED TO BE THAT OF A HELICOPTER IDLING. HE BELIEVED HE HAD HEARD THE SOUND OF A FLYING HELICOPTER ABOUT FIFTEEN MINUTES EARLIER, BUT DID NOT REPORT IT. THE SOUND WAS DROWNED OUT BY A MILITARY JET AND NO OTHER SIMILAR SOUNDS WERE HEARD. NO VISUAL CONTACT WAS MADE. (SA VARNES, AFOSI DET 0509, AFOSI EVALUATION: b5)

H. ON 7 NOV 75, JAMES CHAPMAN, CIVILIAN, MICHIGAN DEPARTMENT OF NATURAL RESOURCES (DNR), OSCODA, MI, ADVISED HE HAD REVIEWED RECORDS PERTAINING TO DNR FLIGHTS AND DID NOT FIND ANY FLIGHTS WHICH HAD BEEN SCHEDULED FOR THE WAFB AREA. ON 30 OCT 75, (SA VARNES, AFOSI DET 0509, AFOSI EVALUATION:

b5)
COMMENTS: NO OTHER INCIDENTS HAVE OCCURRED SINCE THIS INCIDENT. COPIES OF THIS IIR WILL BE HANDCARRIED TO THE COMMANDERS.

BT

#0251

NNNN

ROUTINE

* U N C L A S S I F I E D *

ROUTINE

PT 00060

* U N C L A S S I F I E D *

315 042227

DAI
003770

DSI

RITUZYUW RUCIFWAD252 3150130-UUUU—RUEBDUA.

ZNR UUUUU

R 102315Z NOV 75

FM AFOSI DET 0509 WURTSMITH AFB MI

TO RUWJBKA/AFOSI DIST 20 MCCHORD AFB WA

RUWHEFA/AFOSI DIST 19 TRAVIS AFB CA

INFO RUEBDUA/HQ AFOSI WASH DC/IVOAD

RUVA4AAA/AFOSI DIST 5 WRIGHT-PATTERSON AFB OH

BT

UNCLAS FOR OFFICIAL USE ONLY SECTION 3 OF 3

379TH COMBAT SUPPORT GROUP, 379TH BOMB WING, AND 40TH AIR DIV,
WAFB.

16. NA

17. NA

18. NA

COMMENTS: NONE OF THOSE INTERVIEWED COULD VISUALLY IDENTIFY THE
TYPE AIRCRAFT. THE AIRCREW SURMISED FROM APPARENT AIR SPEED THE
CRAFT HAD BEEN FIXED WING.

BT

#0252

NNNN

Per Telecom Mr. Fowkes
this date.

Added "Comments" above
was made on re-dissem.
for purposes of clarity.

py

11 Nov 76

FILE
DNT

ROUTINE

* U N C L A S S I F I E D *

PTTEZYUW RUEDHFA2925 3051756-CEEE--RUEDBUA.
ZNY EEEEE

P 011752Z NOV 75

FM AFOSI DET 0106 LORING AFB ME
TO RUEBDUA/HQ AFOSI WASH DC/IVOA

ZEN/42CS8 LORING AFB ME/CC

ZEN/428MW LORING AFB ME/CC

RUWRMOA/DET 3, 425 MMS RABOTVILLE CANADA/CC

RUEDHLA/AFOSI DIST 01 PEASE AFB NH

RUCLMHA/AFOSI DIST 09 MAXWELL AFB AL

RUCVAAA/AFOSI DET 0915 BARKSDALE AFB LA

RUNTEKA/AFOSI DIST 13 OFFUTT AFB NE

RUWJABA/AFOSI DIST 19 NORTON AFB CA

RHFIAGA/AFOSI DET 1803 MARCH AFB CA

RUCIHAA/AFOSI DET 1203 SCOTT AFB IL

INFO RUCIAGA/AFOSI DET 0102 L G HANSCOM AFB MA

RUEDBJA/AFOSI DET 0109 GRIFFISS AFB NY

RUEDGAA/AFOSI DET 0110 HANCOCK FIELD NY

RUEDBGA/AFOSI DET 0111 PLATTSBURGH AFB NY

BT

UNCLAS FOR AFOSI ONLY AFOSI DETACHMENT 0106 E F T O

THIS IS INTELLIGENCE INFORMATION REPORT NUMBER 1 624 0065 75

PAGE 2 RUEDHFA2925 UNCLAS E F T O

1. UNITED STATES

2. UNKNOWN ENTITY: UNIDENTIFIED HELICOPTER SIGHTED AT LOW LEVEL
OVER LORING AFB ME.

3. N/A

4. 31 OCT - 1 NOV 75

6. 105

7. SEE ITEM 15

8. 1 624 0065 75

9. 1 NOV 75

10. N/A

11. HQ CB 44, 3C, D

12. AFOSI DIST 01, PEASE AFB NH

01056-105/05-6

13. SA FRED S. MORSE

AFOSI DET 0106

LORING AFB, ME

14. CHARLES A. FAUTEUX, LT COL, USAF

COMMANDER

15. THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS AND

PAGE 3 RUEDHFA2925 UNCLAS E F T O

PRIORITY

* UNCLASSIFIED E F T O *

MICROFILMED

POLICIES SHOULD NOT BE EVOLVED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT. AN UNIDENTIFIED A/C WAS OBSERVED ON THREE OCCASIONS AT AND IN THE VICINITY OF LORING AFB, ME. DURING THE PERIOD 2314, 31 OCT - 0140, 1 NOV 75. SECURITY POLICE FLIGHT CHIEF HEARD HELICOPTER MAIN ROTOR AND SAW TAIL ROTOR AS A/C PASSED OVERHEAD AT AN ALTITUDE OF APPROXIMATELY 200-275 FEET.

1. ON 1 NOV 75, RICHARD R. FUHS, CAPT, [b7C] JV, OPERATIONS OFFICER, 42 SECURITY POLICE SQUADRON (42 SPS), LORING AFB, ME (LAFB), ADVISED THAT THERE HAD BEEN THREE VERIFIED SIGHTINGS OF AN UNIDENTIFIED A/C FLYING AT LOW LEVEL OVER AND IN THE VICINITY OF LAFB DURING THE PERIOD 2314, 31 OCT - 0140, 1 NOV 75. THE INITIAL SIGHTING WAS MADE BY MICHAEL D. SCOTT, SSGT, [b7C] 42 SPS, A LAW ENFORCEMENT PATROLMAN ON DUTY AT A USAF SITE KNOWN AS THE BLOTNER SITE APPROXIMATELY 4 MILES NORTHWEST OF LAFB PROPER. THIS SIGHTING WAS REPORTED AT 2314. THE SECOND SIGHTING WAS MADE BY DAVID E. MOTT, TSGT, [b7C] FLIGHT CHIEF, DELTA FLIGHT, 42 SPS, AT APPROXIMATELY 0001-0015, 1 NOV 75, IN THE VICINITY OF THE LAFB EAST GATE. THE A/C WAS TRAVELING FROM EAST TO WEST. THE THIRD INDICATION OF LOW FLYING A/C WAS REPORTED BY AN UNIDENTIFIED

PAGE 4 RUEDHFA2925 UNCLAS E F T O

INDIVIDUAL AT THE LAFB TOWER AT 0140, 1 NOV 75. WHILE NO VISUAL SIGHTING WAS EFFECTED THE FOLLOWING FOUR AIRMEN, ALL ASSIGNED TO THE 2192 COMMUNICATIONS SQUADRON, LAFB, HEARD WHAT THEY BELIEVE WAS A HELICOPTER FLYING AT LOW LEVEL IN THE VICINITY OF THE LAFB TOWER: GERALD W. JEFFERSON, AIC, FR [b7C] LORNE J. MADORE, SSGT, FR [b7C] MICHAEL H. MENSCHER, SGT, FR [b7C] AND JOSEPH Y. MOHAMMED, AMN, FR [b7C] JEFFERSON AND MOHAMMED EXITED THE TOWER ONTO THE CATWALK AND VERIFIED THEIR INITIAL IMPRESSION THAT WHAT THEY HEARD WAS A HELICOPTER.

2. ON 1 NOV 75, SCOTT, IDENTIFIED IN PARAGRAPH 1, STATED THAT HE, PATSY H. MAYO, AIC, FR [b7C], AND DAVID B. FARR, AMN, FR [b7C] BOTH ASSIGNED TO THE 42 SPS, OBSERVED WHAT APPEARED TO BE A HELICOPTER WITH A RED ROTATING BEACON HOVERING IN WHAT APPEARED TO THEM TO BE THE VICINITY OF THE NORTHWEST PERIMETER OF LAFB. THIS SIGHTING LASTED APPROXIMATELY 15 MINUTES AFTER WHICH THE A/C DISAPPEARED. THE A/C WAS OBSERVED TO HAVE TURNED ON A WHITE LIGHT FOR 4-5 SECONDS.

3. ON 1 NOV 75, MOTT, IDENTIFIED IN PARA 1, ADVISED THAT HE HAD JUST DEPARTED THE LAFB EAST GATE AND WAS IN THE VICINITY OF THE

PAGE 5 RUEDHFA2925 UNCLAS E F T O

INTERSECTION OF PENNSYLVANIA AND SOUTH CAROLINA ROADS WHEN HE OBSERVED AN A/C TRAVELING AT A HIGH RATE SPEED IN A WESTERLY DIRECTION AT AN ALTITUDE OF APPROXIMATELY 200-275 FEET. AS THE

PRIORITY

* UNCLASSIFIED E F T O *

A/C PASSED OVERHEAD MOTT HEARD THE SOUND OF THE MAIN ROTOR, WAS ABLE TO OBSERVE THE TAIL ROTOR, AND THE REFLECTION OF A RED ROTATING BEACON BENEATH THE A/C SUGGESTED TO MOTT THAT THE A/C WAS DARK IN COLOR. IMMEDIATELY AFTER THE SIGHTING BY MOTT, CHARLES C. AVANZATO, SSGT, FM 62C, 42 SPS, OBSERVED THE A/C PASSING OVERHEAD IN THE VICINITY OF THE LAFB WEST GATE.

4. ON 1 NOV 75, SA CHARLES W. SHELTON ADVISED THAT HE WAS ON BOARD AN ALERT HELICOPTER THAT WAS LAUNCHED ON TWO OCCASIONS SUBSEQUENT TO REPORTED SIGHTINGS OF AN UNIDENTIFIED A/C. A SEARCH OF LAFB AND VICINITY ON BOTH OCCASIONS MET WITH A NEGATIVE RESULT.

COMMENTS: ON THREE SEPARATE OCCASIONS DURING THE PERIOD 27 OCT - 1 NOV 75, VERIFIED SIGHTINGS DURING THE HOURS OF DARKNESS OF AN UNIDENTIFIED A/C AT AND IN THE IMMEDIATE VICINITY OF LAFB HAVE BEEN EFFECTED. INFORMATION INDICATES THAT THE A/C IS A HELICOPTER. HOWEVER, THE A/C REMAINS UNIDENTIFIED. DESCRIPTIONS OF THE OBSERVED A/C LIGHTING HAVE VARIED SOMEWHAT BUT NOT IN

PAGE 6 RUEDHFA2925 UNCLAS E F T O

SUCH A WAY THAT THERE IS ANY INDICATION THAT THERE IS MORE THAN ONE A/C INVOLVED. THE WEATHER DURING THE 31 OCT - 1 NOV 75 SIGHTINGS WAS AGAIN CLEAR. THIS INFORMATION WAS REPORTED THROUGH LOCAL COMMAND CHANNELS VIA OPREP 3/PINNACLE ON 1 NOV 75, WITH DISTRIBUTION TO

NATIONAL MILITARY COMMAND CENTER

CHIEF OF STAFF/AF

USAF FORWARD OPERATIONS DIVISION, FT RITCHIE, MD

HQ SAC

8TH AIR FORCE

45TH AIR DIVISION

COPIES OF THIS MESSAGE ARE BEING PROVIDED TO AFOSI DIST 13 AND 01, AND AFOSI DETS 0815 AND 1803 FOR POSSIBLE BRIEFING OF THE CINCSAC, COMMANDER OF 45TH AIR DIVISION, COMMANDER OF BAF, AND COMMANDER OF 15 AF, RESPECTIVELY.

BT

#2925

NNNN

PRIORITY

* UNCLASSIFIED E F T O *

~~CONFIDENTIAL~~
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 420 BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE 04751



REPLY TO
ATTN: CC

12 November 1975

SUBJECT: Unauthorized Helicopter Operations in the Loring Area (U)

8A1/11

1. ☒ The purpose of this letter is to outline the experiences we have had at Loring with unauthorized helicopter operations in the vicinity of the Weapons Storage Area and set forth our thoughts and recommendations for actions that could be taken to better equip our security forces with an improved capability to deal with this problem.

is for
Chief of
the USAF
by 21 Oct
1975

... information is as follows: (U)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 420 BOMBARDMENT WING USAF
LORING AIR FORCE BASE, MAINE 04751



REPLY TO
ATTN OF: CC

12 November 1975

SUBJECT: Unauthorized Helicopter Operations in the Loring Area (U)

TO: 8AF/CC

1.

2. A brief chronology of events and circumstances is as follows:

a.

b. (U) On 28 October we requested and received helicopter support from the Maine Army National Guard to be used in an attempt to identify the intruder.

c.

d.



e. (U) On 30 October the Maine Army National Guard helicopter was replaced by a USAF helicopter and crews from Plattsburgh AFB. We continued our nightly alert with this vehicle.

f. (U) During the night of 31 October, several suspected helicopter sightings were made on targets at distances varying from directly over the base to 10NM NE. Reported altitude varied from 300 ft to 5000 ft. Some of the visual sightings were confirmed by RAPCON radar. Our standby helicopter was launched without successful intercept. NORAD fighter support was not thought to be tactically appropriate on this occasion and was not requested.

g. (U) On 1 November night viewing goggles were requested for the airborne observers. They were delivered from Eglin AFB on the same date.

h. (U) Sundown to sunup helicopter, "Questor" and searchlight alert was maintained thru 8 November; however, the intruder did not reappear and it did not appear that further activity could be expected.

3.

Robert E. Chapman
ROBERT E. CHAPMAN, Colonel, USAF
Commander

Cy to: 45AD/CC

INOZA ALERT OFFICER LOG EXTRACTS

31 October 75
1620L Barrett

PER LTC REDICAN'S DIRECTION, CONTACTED CIA OPS CENTER AND INFORMED THEM OF U/I FLIGHT ACTIVITY OVER TWO SAC BASES NEAR CANADIAN BORDER. CIA INDICATED APPRECIATION AND REQUESTED THEY BE INFORMED OF ANY FOLLOW UP ACTIVITY.

3 November 75
1740L Pearl

RECEIVED CALL FROM AAC/IN. THEY HAD SENT MSG 012224Z, U/I FOREIGN OBJECT TO INYSA AND WANTED TO KNOW IF INYSA HAD RECEIVED IT. THEY WANT GUIDANCE FROM INYSA. DAY PEOPLE 4 NOV, HAVE FOLEY (INYSA) CALL ELMENDORF AUTOVON 7549104 OR KY-3 DROP 4396.

8 November 75
0335L Kramer

OPS CENTER CALLED TO REPT UNUSUAL OCCURENCE IN VIC OF MALSTROM, GREAT FALLS, MONTANA. SAC RADAR PICKED UP TWO OBJECTS AT 0600Z. OBJECTS WERE IN VIC 4640N 10923W TRAVELLING AT 7kts AT ALTITUDES VARYING FM 9500-15600 FT. FOUR SAC SITES (SILOS) REPORTED HEARING JET ENGINES AND OBSERVING LIGHTS IN THEIR VICINITY. TWO F-106s AIRBORNE FM GREAT FALLS AT 0757Z TO INVESTIGATE. THE RADARS WHICH PICKED UP THE OBJECTS WERE CHECKED AND NO MALFUNCTIONS OR UNUSUAL PROPOGATION WERE DETECTED. AFOC WILL CALL AGAIN WITH ANY UPDATE.

0527L Kramer

AFOC CALLED AGAIN ON UNKS IN VICINITY OF MALSTROM. ORIGINAL NORAD TRACKING WAS WITH HEIGHT FINDER ONLY, LATER WITH SEARCH RADAR ALSO. FIRST DETECTION WAS OF TWO OBJECTS HEADING WEST AT 150kts 100nm S.E. OF MALSTROM. SPEED DECREASED TO 3kts AND OBJECTS DISAPPEARED FM RADAR AND ONLY INTERMITTANT RADAR CONTACT WAS OBTAINED. TWO SAC SITES REPORT SIGHTINGS OF LIGHTS AT 300-1000FT AND THREE OTHERS REPORT HEARING JET ENGINE SOUNDS. F-106 SEARCH NEGATIVE MISSION RESTRICTED TO 1200FT BECAUSE OF TERRAIN. ONE SAC SITE REPORTED THAT OBJECT LIGHTS WERE EXTINGUISHED WHEN F-106s WERE IN VISUAL RANGE AND WERE TURNED ON AGAIN WHEN F-106s LEFT AREA. ACTIVITY REPORTS TOOK PLACE BETWEEN 0115EST AND 0441EST.

I

- ✓ 31 Oct 75/0510 Alerted by NCOC of a helicopter sighted over Wurtsmith AFB Wpns storage area, a tanker sighted same and pursued it 35 SE over Lake Huron. Upon request of NCOC - Gen Wainwright and concurrence of Gen Taylor contacted 379BW CP and offered assistance. Also advised ML, LH & JL alert of possibility of a scramble.
- ✓ 29 Oct 75/0630Z Command Director called by Air Force Operations Center concerning an unknown helicopter landing in the munitions storage area at Loring AFB, Maine. Apparently this was second night in a row for this occurrence. There was also an indication, but not confirmed, that Canadian bases had been overflown by a helicopter.
- ✓ 31 Oct 75/0445Z Report from Wurtsmith AFB through Air Force Ops Center - incident at 0355Z. Helicopter hovered over SAC weapons storage area then departed area. Tanker flying at 2700 feet made both visual sighting and radar skin paint. Tracked object 25NM SE over Lake Huron where contact was lost.
- ✓ 1 Nov 75/0920Z Received, as info, message from Loring AFB, Maine, citing probable helicopter overflight of base.
- ✓ 7 Nov 75/1035Z Received a call from the 341st Strategic Air Command Post (SAC CP), saying that the following missile locations reported seeing a large red to orange to yellow object: M-1, L-3, LIMA and L-6. The general object location would be 10 miles south of Moore, Montana, and 20 miles east of Buffalo, Montana. Commander and Deputy for Operations (DO) informed.
- ✓ 7 Nov 75/1203Z SAC advised that the LCF at Harlowton, Montana observed an object which emitted a light which illuminated the site driveway.
- ✓ 7 Nov 75/1319Z SAC advised K-1 says very bright object to their east is now southeast of them and they are looking at it with 10 x 50 binoculars. Object seems to have lights (several) on it, but no distinct pattern. The orange/gold object overhead also has small lights on it. SAC also advises female civilian reports having seen an object bearing south from her position six miles west of Lewistown.
- ✓ 7 Nov 75/1327Z L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape. In all this time, surveillance has not been able to detect any sort of track except for known traffic.

✓ 7 Nov 75/1355Z K-1 and L-1 report that as the sun rises, so do the objects they have visual.

✓ 7 Nov 75/1429Z From SAC CP: As the sun rose, the UFOs disappeared. Commander and DO notified.

✓ 8 Nov 75/0635Z A security camper team at K-4 reported UFO with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object.

✓ 8 Nov 75/0645Z Height personnel picked up objects 10-13,000 feet, Track J330, EKLB 0648, 18 knots, 9,500 feet. Objects as many as seven, as few as two A/C.

✓ 8 Nov 75/0745Z Conversation about the UFOs: Advised to go ahead and scramble; but to be sure and brief pilots, FAA. Go easy and the fighters will not descend below 12,000 ft.

✓ 8 Nov 75/0753Z 24th NORAD Region unknown track J330, heading SSW, 12000 feet. 1 to 7 objects, 46.46°N x 109.23W. Two F-106 scrambled out of Great Falls at 0754Z. SAC reported visual sighting from Sabotage Alert Teams (SA K1, K3, L1 and L6 (lights and set sounds). Weather section states no anomolous propagation or northern lights. 0835Z SAC SAT Teams K3 and L4 report visual, K3 reports target at 300 feet altitude and L4 reports target at 5 miles. Contact lost at 0820Z. F-106's returned to base at 0850Z with negative results. 0905Z Great Falls radar search and height had intermittent contact. 0910Z SAC teams again had visual (Site C-1, 10 miles SE Stanford, Montana). 0920Z SAC CP reported that when F-106's were in area, targets would turn out lights, and when F-106's left, targets would turn lights on. F-106's never gained visual or radar contact at any time due to terrain clearance. This same type of activity has been reported in the Malmstrom area for several days although previous to tonight no unknowns were declared. The track will be carried as a remaining unknown.

✓ 8 Nov 75/0753Z J330 unknown 0753. Stationary/seven knots/12,000. One (varies to seven) object. None, no possibility, EKLB 3746, two F-106, GTF, SCR 0754. NCOC notified.

✓ 8 Nov 75/0820Z Lost radar contact, fighters broken off at 0825, looking in area of J331 (another height finder contact).

✓ 8 Nov 75/0850Z Directed ftrs to RTB (return to base).

8 Nov 75/0905Z From SAC CP: L-sites had fighters and objects; fighters did not get down to objects.

8 Nov 75/0915Z From SAC CP: From four different points: Observed objects and fighters; when fighters arrived in the area, the lights went out; when fighters departed, the lights came back on; to NCOC.

8 Nov 75/0953Z From SAC CP: L-5 reported object increased in speed - high velocity, raised in altitude and now cannot tell the object from stars. To NCOC.

8 Nov 75/1105Z From SAC CP: E-1 reported a bright white light (site is approximately 60 nautical miles north of Lewistown). NCOC notified.

9 Nov 75/0305Z SAC CP called and advised SAC crews at Sites L-1, L-6, and M-1 observing UFO. Object yellowish bright round light 20 miles north of Harlowton, 2 to 4,000 feet.

9 Nov 75/0320Z FAA Watch Supervisor reported he had five air carriers vicinity of UFO, United Flight 157 reported seeing meteor, "arc welders blue" in color. SAC CP advised, sites still report seeing object stationary.

9 Nov 75/0320Z SAC CP reports UFO 20 miles southeast of Lewistown, orange white disc object. 24th NORAD Region surveillance checking area. Surveillance unable to get height check.

9 Nov 75/0348Z SAC CP confirms L-1, sees object, a mobile security team has been directed to get closer and report.

9 Nov 75/0629Z SAC CP advises UFO sighting reported around 0305Z. Cancelled the flight security team from site L-1, checked area and all secure, no more sightings.

10 Nov 75 Apparently Minot AFB was reportedly "buzzed" by a bright object. The object's size seemed to be that of an automobile. It was flying at an altitude of 1000 to 2000 feet and was noiseless. No further information or description has been received by this organization.

10 Nov 75/0125Z Received a call from SAC CP. Report UFO sighting from site K-1 around Harlowton area. Surveillance checking area with height finder.

- ✓ 10 Nov 75/0153Z Surveillance report unable to locate track that would correlate with UFO sighted by K-1.
- ✓ 10 Nov 75/1125Z UFO sighting reported by Minot Air Force Station, a bright star-like object in the west, moving east, about the size of a car. First seen approximately 1015Z. Approximately 1120Z the object passed over the radar station, 1,000 feet to 2,000 feet high, no noise heard. Three people from the site or local area saw the object. NCOC notified.
- ✓ 11 Nov 75/1205Z Received unusual sighting report from Falconbridge AFS, Ontario Canada. Info passed to NORAD Command Director, Intelligence and Weather.
- ✓ 11 Nov 75/1840Z Actions pertaining to scramble of JL08 and 09 due to unusual object sighting. With Director of Operations approval scrambled JL08/09 at 1745Z, airborne at 1750Z. NORAD Combat Operations Center notified of Falconbridge AFS incident at 1820Z. At 1804 22nd NORAD Region was briefed on aircraft scramble and Falconbridge AFS incident. Aircraft over Falconbridge flying over incident point, no sighting, 1831 aircraft still in the area, no radar aircraft or visual contact, Falconbridge AFS still reporting object at 26,000 ft.
- ✓ 12 Nov 75/0230Z UFO reported from K01. They say the object is over Big Snowy Mtn with a red light on it at high altitude. Attempting to get radar on it from Opheim. Opheim searching from 120° to 140°.
- ✓ 12 Nov 75/0248Z Second UFO in same area reported. Appeared to be sending a beam of light to the ground intermittently. At 0250Z object disappeared.
- ✓ 12 Nov 75/0251Z Reported that both objects have disappeared. Never had any joy (contact) on radar.
- ✓ 12 Nov 75/0715 23rd NORAD Region. UFO report from radar site at Falconbridge Ontario, Canada (Sudbury). Reported by Mr. Julian Prince of *BC* thru Ontario Provincial Police (also observed by 2 OPP constables ZADOW & BRETT) - 2 objects seen appeared to be artificial light fading on and off with jerky motion. Broken cloud layer with no estimated base. No radar contact made and no request for fighter scramble initiated.

12 Nov 75/0720Z UFO sighting reported by Falconbridge AFS. Constable Zadow and Brett responded to a call by Mr. Julian Prince of ~~36~~. They observed 2 objects which appeared to be an artificial light which was at first bright then dimmed to off and had a jerky motion. Observation of objects continued from 0515 to 0650Z. There was no radar contact - possibly due to porximity of site. Weather was broken clouds unknown bases - no estimate height on objects.

12 Nov 75/2235Z Transmitted Unknown report to NCOC Surveillance on N280 (track number) all parts (I, II and III) on incident at Falconbridge AFS which occurred on 11 Nov 75. Reference Log entry 1840Z/11 Nov 75.

✓13 Nov 75/0915Z SAC CP with UFO report. P-SAT team enroute from R-3 to R-4 saw a white lite, moving from east to west. In sight approx 1 minute. No determination of height, moving towards Brady. No contact on radar.

15 Nov 75/0220Z Received UFO report from local Duluth resident (Mrs. Carl Anderson). She stated she saw 4 objects in East Duluth. Three together and one larger near the moon. Brighter than stars and moving. There was no indication on the consoles. I passed the standard UFO sighting's reply per checklist book. NCOC was sent complete unknown report (all three parts) attached to shift summary.

✓15 Nov 75/0530Z UFO Report. 23rd NORAD Region reports a Canadian civilian located 2 miles from Falconbridge Radar Site saw a clot-like object at 0202Z for 1 hour and 15 minutes. Blue, red and white rotating - going away then back. High altitude. Falconbridge person could not get radar or visual contact.

15 Nov 75/0533Z UFO report from Falconbridge, occurrence time 0202Z, report sent to NCOC Surveillance, referred to Assistant Command Director, Space Defense Center, and Intelligence. These 3 individuals considered the report a UFO report and not an Unknown track report.

15 Nov 75/0734Z Received UFO report from Falconbridge AFS. 0615Z sky clear reported by Oliver Kizioja - ~~36~~. He was standing in back yard facing south. One object bright yellow moving up and back. It left a tail, very high. It moved around but did not change position in relation to other stars. Observed for 15 minutes. Report relayed to 23 NORAD Region by MCpl Savery of Falconbridge AFS. NCOC notified (SK) at 0738.

- ✓ 15 Nov 75/0742 UFO 23rd NORAD Region. From Falconbridge Radar Site a civilian, Oliver Kizioja, **BC** at 0615 was standing in back yard facing South. Observed one bright yellow object moving up and back, leaving a tail. It was very high but did not change position in-regard to other stars. He watched for 15 minutes, then called radar site. Not observed on radar.
- ✓ 15 Nov 75/1229 UFO 23rd NORAD Region: From Falconbridge. At 1130, Lyman Paquette, **BC** reported he had been looking due East. Sky partly cloudy, saw one bright white object about 70° elevation, like cup in a bowl, while looking thru binoculars. It climbed high out of range of binoculars. Observed for 20 minutes and witnessed by his wife, brother-in-law and sister-in-law. Negative radar contact.
- 15 Nov 75/1230Z Received UFO Report from Falconbridge AFS 1130Z sky partly cloudy. Reported by Lyman Paquette, **BC** looking due east, approx 70° elevation, observer, wife, brother-in-law and sister-in-law observed 1 object, bright white, "like looking at a cup in a bowl," observed with binoculars. It climbed high and finally could hardly be seen. Duration 20 minutes - no radar. NCOC notified.
- 15 Nov 75/0630Z UFO report 0430Z Mr. Ralph Larson, 404 Carlton West Cloquet left Buffalo House, drove through Esko and into Cloquet. He observed one cigar shaped object with red, green and white flashing lights for about 2 hours. It looked like an aircraft but made turn an aircraft could not make. When he called he was watching object out his kitchen window as it "hoovered in the trees." Sky clear.
- ✓ 16 Nov 75/0644Z The Command Post received a report from a **NA** Cloquet, MN (phone **NA** . At 0430Z, while driving toward home, he passed through the town of Esko. He saw a cigar shaped objective with red, green and white flashing lights, going up and down and making sharp turns. He observed this for two hours. Sky conditions were clear.
- ✓ 16 Nov 75/0644 UFO Report from 23rd NORAD Region: Report received from Mr. Ralph Larson, 404 Carlton West, Cloquet, Minn. (Phone 879-8916), at 0430Z while driving to home, passed thru town of Esko. Saw cigar shaped object with red, green and white flashing lights. Going up and down and making sharp turns. Observed for 2 hours. Sky clear. No radar contact.

- ✓17 Nov 75/1705Z 24 NORAD Region UFO at 132345Z. Large orange ball w/2 red lights stationary; Azimuth 045° from River Court, Ontario. No radar contact. Called in to 24th NR at 16/1700Z.
- ✓18 Nov 75/1255Z The Command Post was told that sightings of fire balls, vicinity of Mendicino County, California, had taken place. No further information, e.g., time, location, duration, etc., was available.
- ✓19 Nov 75/1327Z SAC command post report UFO observed by FSC & a cook, observed object travelling NE between M-3 and M-1 at a fast rate of speed. Object bright white light seen 45 to 50 sec following terrain 200 ft off ground. The light was two to three times brighter than landing lights on a pier.
- 23 Nov 75/0650Z Unknown object report: Security Police at Kincheloe AFB MI observed a blue light at end of runway. They called Sault Ste. Marie who in turn called our Surveillance. We had no radar pickups in that area, Weapons Director checked with Minneapolis Center, they had nothing. Senior Director called Kincheloe Command Post, they had not received any reports of any kind.
- 23 Nov 75/0705Z Initiated on Data 200° 20 miles from Kincheloe G-221 94 kts, 6000 ft., heading 2700 checked with INR app they were also painting something in the same area. Sault Saint Marie learned from Sheriff's Department if a possible natural resources chopper in the area looking for poachers.
- 23 Nov 75/0725Z Sheriff's Department at Kenross MI confirmed that a Department of Natural Resources chopper had landed at New Berry, this correlated with G-221. Above information passed to NCOC.
- 23 Nov 75/1640Z Falconbridge called relaying a UFO report. By Ms. Joanne McGraw *86*. Her parent reported sighting (23/1000Z) a huge oval shaped object-bright white light blinking. It was lower than the clouds (clear to variable scattered condition) followed them in their car from Sudbury to Chelmsford on Frood Road approximately 20 minutes. Reported to NCOC and SDC at 1705Z.

- ✓ 25 Nov 75/1245Z **NA** Petersburg, Virginia, reported that at about 0600 EST, she saw an object hovering at tree-top level in a clearing near power lines one-half mile distant. It had 4 red lights in diamond shape and 2 white flashing lights. She heard no noise, saw no movement and could not distinguish any color. She was in her car at the time, and slowed to 10 mph but did not stop. At 1340, the Command Post was informed that she had been reinterviewed by local authorities. She stated that the object was diamond-shaped with one red light at each point and that she did not see any wings. The location was reported to be one mile WSW of Petersburg, in a wooded area where power lines were being installed.
- 26 Nov 75/0330Z Unknown Object Report Falconbridge: Time of sighting 26/0320 sky was cloudy observer John Dunlop, **BC**. Mr. Dunlop was standing on the south side of Sheguiandau Lake and observed two oval shaped objects both yellowish lights moving north to south and then became stationary. Lights appeared flickering on and off. One object higher than other, observed twice for ten minutes. Duration then faded. NCOC notified. No known traffic in area.
- ✓ 27 Nov 75/0350 23rd NORAD Region. UFO reported 0230Z from a Mr. John Dunlops, Address: **BC**, Canada. Two objects, oval shaped with two yellow flashing lights, moving North to South, then became stationary, observed for 10 minutes, one above the other, sky was cloudy - no radar contact - Toronto AMIS advised no known traffic in area.
- ✓ 25 Dec 75/0230Z An anonymous female (because her neighbors would start to watch her as a direct result of her report) in Colorado Springs called the Command Post to report yellow, flashing lights appeared over the Palmer Park vicinity on 23 and 24 Dec. They had also appeared a week before. While the lights remained stationary, one ran around erratically. The lights were reported to be more yellow and brighter than car lights. She declined to provide further information.

UFO's vs. USAF

Amazing (but True) Encounters

by Michael Satchell

Shortly before 8 o'clock on a clear, crisp autumn night three years ago, a military police sergeant named Danny K. Lewis was on guard duty at the weapons storage area of Loring Air Force Base in Maine when he heard a whirring noise like that of an approaching helicopter.

Lewis watched the peculiar lights of the machine as it lowered to within 300 yards of the weapons dump. He raised the alarm, the command post was alerted, additional security teams were deployed, and the control tower began tracking the craft on its radar.

Loring, a bulwark of Strategic Air Command's (SAC) northern string of nine air bases, is home for the 42nd Bombardment Wing. Fifteen massive B-52's—five always on alert—along with 15 KC-135 refueling tankers, are stationed there. The weapons storage area is a particularly sensitive spot, for it contains the nuclear bombs carried by the B-52's.

The strange craft, which displayed a white strobe and reddish-orange lights, flew over and around Loring for 90 minutes, tracked on radar or followed by observers who assumed it to be a helicopter from its noise.

Not sure of what he was facing, the 42nd Wing commander requested F-106 jet fighter interceptors from North American Air Defense Command (NORAD) bases at Hancock Field, N.Y., and North Bay, Ontario. The request was denied, leaving little alternative than to beef up security patrols, monitor the craft's movements

and wonder at its purpose.

The wires soon began to hum between Loring and the National Military Command Center in Washington. The Pentagon situation room passed along information about the intruder to the operations center at the Central Intelligence Agency in Langley, Va. No one had the faintest idea what they were dealing with.

The puzzling intrusion at Loring the night of Oct. 27, 1975, was the curtain raiser to a bizarre and still-unexplained series of incidents that unfolded over the next three and a half weeks at SAC bases at Loring, Wurtsmith AFB in Michigan and Minot AFB in North Dakota; at the Malmstrom Minuteman ICBM base in Montana; at a half dozen missile launch control facilities throughout Montana; and at the NORAD long-range radar station operated by the Canadian Air Force at Falconbridge, Ontario.

During that time, dozens of U.S. and Canadian Air Force personnel observed, tracked, and pursued with jets and helicopters a series of unidentified aircraft or brightly lit objects with the capability of hovering, flying at great speeds and lofty heights.

Teams of F-106 interceptors rushed into the air to pursue the intruders when they were over Malmstrom and Falconbridge, a helicopter was launched when the craft returned twice more to Loring, and KC-135 tankers chased the objects at Loring and Wurtsmith.

Air Force pursuers were unable to

get close enough to identify the craft because they switched off their lights, took evasive action or turned on the speed and outdistanced the jets and helicopters.

The full story of this UFO mystery has never been published before. It has been pieced together almost entirely from Air Force files—some classified and confidential, others declassified for release under the Freedom of Information Act.

The bulk of the documents were obtained under the act by W. Todd Zechel of Citizens Against UFO Secrecy, which sues various branches of the government for release of UFO-related reports; and by the National Investigations Committee on Aerial Phenomena (NICAP), located in suburban Washington, D.C.

More detailed reports of the mysterious incidents are contained in other documents which the Air Force has so far refused to release. The reports reviewed by PARADE offer a tantalizing but limited account of what happened during those 24 nights in the autumn of 1975. Asked for detailed unclassified information on the matter, the Air Force issued only a terse statement confirming that the incidents took place.

According to an Air Force information officer, there was no follow-up investigation and the overflights were not positively identified as either helicopters or fixed-wing craft.

Asked how unknown aircraft could penetrate SAC bases at will for five



This is a formation of F-106 jets, pursue unidentified aircraft seen like those sent up to monitor and over U.S. Air Force base in Maine.

nights, as they did at Loring and Wurtsmith, and hover within 100 feet of the nuclear weapons storage areas—all without being identified or forced down—the Air Force spokesman said: "These bases have no air defense capabilities in peacetime."

The Air Force refusal to provide details or to acknowledge investigating such incidents lies in its evident reluctance to become embroiled again in the UFO controversy. From 1947 to 1969, the Air Force's Project Blue Book investigated some 12,000 UFO reports, concluded that about 90 percent were attributable to things like aircraft, planets, meteors, weather balloons, ball lightning, atmospheric tricks and the like.

Each year UFO study groups, such as that headed by Northwestern University astronomy professor emeritus Dr. J. Allen Hynek, receive thousands of reports of sightings. Most are quickly and easily explained away, but a few are extremely intriguing. In mid-October, an incident in Australia made headlines when a young pilot radioed that his plane was being pursued by a UFO with green lights. After several minutes of conversation with air traffic controllers, the pilot was abruptly interrupted as the UFO closed on him. Despite a massive search, his plane vanished without trace.

An equally bizarre UFO incident, involving the military, occurred Sept. 19, 1976, in Iran. The incredible story of four Imperial Iranian Air Force pilots was summarized in a lengthy

classified report sent to the Pentagon by the U.S. military attaché in the Iranian capital.

The report tells how the Iranian air force sent up two F-4 Phantom jets to chase a brilliant object hovering near Mehrabad Airport, Tehran. The jets, which carry a pilot and a "back-seater" radar operator, tried to get close to the object, and one tried to shoot it down with a Sidewinder missile.

Both planes temporarily lost their navigation and communications when they got close to the object but regained them when they broke away from the intercept. The weapons instrumentation panel went out on one plane as it prepared to fire its missile. And the object—according to the two pilots in the second Phantom—launched a smaller object that pursued them for a time.

A fantastic tale—if it actually happened like that—but the truth may never be publicly revealed. The Air Force asserts that it did no follow-up investigation, a statement UFO researchers find hard to believe given the facts: two U.S.-made jets, operated by a close military ally, being easily disabled by some unknown cause along the Soviet border.

While hardly as spectacular as the Iranian incident, Air Force reports filed during the autumn events of 1975 underscore the fact that the Air Force took them very seriously but was unable to do much about them.

At Loring AFB in Maine the myste-

rious craft returned two nights after their Oct. 27 penetration, this time flying without lights. When radar operators tracked it heading again for the weapons storage area, a helicopter was launched to chase it down.

"Ground personnel were able to direct the Air Guard helicopter to within 1000 feet of the unknown aircraft with both helicopters in sight, but visual acquisition was not made," states a 42nd Bombardment Wing report.

"During this period a KC-135 was orbiting at 5000 feet to aid in identification and act as radio relay. All contact was lost. It is our opinion that the unknown helicopter has demonstrated a clear intent in the weapons storage area. A smart and most capable aviator. Local security has been increased. We anticipate further incidents."

Two nights later came a virtual replay of the same incident with the craft, described as a "suspected helicopter" or "unknown aircraft," being spotted three times but eluding a helicopter loaded this time with armed members of the U.S. Air Force Office of Special Investigations.

Meanwhile, Wurtsmith AFB in Michigan was visited by a similar craft on the nights of Oct. 30 and 31, with the flying machine making passes over the weapons storage area. An airborne tanker was sent up in pursuit, spotted first one, then two of the intruders flying in trail formation, sometimes at high speeds, sometimes hovering. The tanker was never able to catch the objects.

continued

Then, starting Nov. 7 for four straight nights, Malmstrom AFB and a series of ICBM Tauch control facilities in Montana, along with Minot AFB in North Dakota, began reporting flyovers of brightly lit objects—this time referred to in the 24th NORAD region commander's log as "UFO's." The mysterious activity was so intense that on the second night, Malmstrom sent up two F-106 interceptors after its radar picked up seven separate aircraft between 9500 feet and 15,500 feet. They were flying at only 7 knots, later sped up to 150 knots, and then virtually hovered at 3 knots.

A memorandum from the National Military Command Center at the Pentagon describes what happened after the seven objects were picked up on radar:

"Ground witnesses observed lights in the sky and the sounds of engines similar to jet fighters. Cross-tell with FAA [Federal Aviation Administration] revealed no jet aircraft within 100 NM [nautical miles] of the sightings. Radar tracked the objects over Lewistown, Mont., at a speed of 7 knots. . . ."

The jets took off but were unable to make contact because the objects began a cat-and-mouse game with the F-106's.

"Personnel at 4 SAC sites reported observing intercepting F-106's arrive in area; sighted objects turned off their lights upon arrival of interceptors and back on upon their departure."

The Pentagon memo makes it clear that radar operators checked out their equipment, and it was functioning properly. Also ruled out were atmospheric tricks caused by the northern lights. Other entries from the 24th NORAD region commander's log detail the strange happenings throughout this period:

"7 Nov. Received a call from the 341st SAC CP saying that the following missile locations reported seeing a large red to orange to yellow object. . . ."

"7 Nov. SAC advised that the LCF at Harlowton, Mont., observed an object which emitted a light which illuminated the site driveway."

"7 Nov. L-1 reports that the object to their northeast seems to be issuing a black object from it, tubular in shape."

"8 Nov. A security camper team at K-4 reported UFO's with white lights, one red light 50 yards behind white light. Personnel at K-1 seeing same object."

"8 Nov. L-5 reported object increased in speed—high velocity, raised in altitude and now cannot tell the object from the stars."

"9 Nov. SAC CP reports UFO 20 miles southeast of Lewistown [Mont.], orange white disc object."

"10 Nov. UFO sighting reported by Minot Air Force station, a bright starlike object in the west, moving east, about the size of a car. The object passed over the radar station, 1000 feet to 2000 feet high, no noise heard."

The following night, Canadian Air Force personnel at NORAD's Falconbridge radar station near Sudbury, Ontario—along with many civilians and local policemen—saw a similar brightly lit object. F-106's from Selfridge AFB in Michigan failed to make contact. A confidential report issued by the Combat Operations Center, NORAD, describes the incident:

"Falconbridge reported search and height finder radar paints on an object 25 to 30 NM south of the sight ranging

in altitude from 26,000 feet to 72,000 feet. The site commander and other personnel say the object appeared as a bright star but much closer.

"With binoculars, the object appeared as a 100-ft. diameter sphere and appeared to have craters around the outside. Be assured that this command is doing everything possible to identify and provide solid factual information on these sightings [sic]."

"I have also expressed my concern to SAFOI [Air Force information] that we come up soonest with a proposed answer to queries from the press to prevent overreaction by the public to reports by the media that may be blown out of proportion. To date efforts by Air Guard helicopters, SAC helicopters and NORAD F-106's have failed to produce positive ID."

News reports on the strange activities were confined to sketchy stories in such local newspapers as the Bangor (Maine) Daily News and the Sudbury (Ontario) Star.

Reporters had no idea that UFO-type activity had occurred at any bases other than their local installation, and the Pentagon issued instructions to its information officers to keep the lid on.

Despite three weeks of intense and similar activity across the northern tier states, a Pentagon telex ordered information officers: "Unless there is evidence which links sightings or unless media queries link sightings, queries can best be handled individually. . . . responses should be direct, forthright and emphasize that the action taken was in response to an isolated or specific incident."

During these three weeks, the Air Force constantly checked with other military installations, the Federal Aviation Administration, local airports, law enforcement agencies, the FBI, the Royal Canadian Mounted Police and others to determine if any of the craft might belong to these agencies. The results were negative.

What flew over the military installations during those 24 nights between Oct. 27 and Nov. 19 will probably never be fully explained, and the last entries in the 24th NORAD region commander's log serve only to offer more tantalizing hints:

"12 Nov. UFO reported from KO1. They say the object is over Big Snowy [mountain] with a red light on it at high altitude."

"12 Nov. Second UFO in same area reported. Appeared to be sending a beam of light to the ground intermittently."

"19 Nov. SAC command post observed object traveling NE at a fast rate of speed. Object bright white light seen 45 to 50 sec following terrain 200 ft off ground. The light was two to three times brighter than landing lights on a jet. . . ."

For UFO Watchers

Several UFO study groups welcome inquiries and reports of sightings from the public. Among the principal groups are:

Center for UFO Studies, 1609 Sherman Ave., Suite 207, Evanston, Ill. 60201.

National Investigations Committee on Aerial Phenomena, 1 Bank St., Suite 307, Gaithersburg, Md. 20780.

Aerial Phenomena Research Organization, 3910 E. Kleindale Rd., Tucson, Ariz. 85712.

Citizens Against UFO Secrecy, 191 E. 161st St., Bronx, N.Y. 10451.

18 January 1979

MEMO FOR THE RECORD

1. On 15 January 1979, the SAC Office of History (SAC/HO) requested that the 379BMW/HO research an unidentified flying object (UFO) incident experienced by the 379BMW during November 1975. The request had originated from the Air Force Office of History due to a Congressional Inquiry by Congressman Stratton concerning an article in the 10 December 1978 edition of Parade Magazine entitled "UFO's vs the USAF, Amazing but True." On 15 January, Colonel John J. Doran Jr., 379BMW Commander was interviewed by the 379BMW Historian, SSgt Paul J. Cahill Jr. concerning the UFO incident. At the time of the incident, Colonel Doran had been the 379BMW Vice Commander. The following is an account of the incident as recalled by Colonel Doran:

Colonel Doran recalled that one evening just after Halloween (1975), a Security Policeman posted to the back gate of the base had reported what he thought sounded like a helicopter overhead. The Command Post notified Colonel Boardman (Wing Commander) and Colonel Doran and they proceeded to the flightline. The base Radar Approach Control (RAPCON) had simultaneously reported a low flying object on their radar scope. At about the same period of time, a KC-135 returning from a refueling mission had entered the Wurtsmith traffic pattern and had received permission to fly transition approaches. Colonel Boardman directed the KC-135 to attempt to identify the object. Wurtsmith Air Traffic Control vectored the tanker in the direction of the object and for approximately two hours the tanker tracked the object. The crew reported seeing two different strobe type lights during their attempt to intercept. Finally, after running low on fuel, the tanker was forced to return to the base.

Colonel Doran stated that the wing had assumed an increased state of readiness shortly after being notified of the incident. Similar incidents had been reported by Loring AFB, Maine and

Deletion of FOUO markings
authorized by HQ SAC/HO Lt.,
28 Feb 80, Todd FOIA (80-14)

Plattsburgh AFB, N.Y. during this same period of time. The wing reported the incident to both the Eighth Air Force Command Post and the SAC Command Post. Included in that report was the fact that no positive identification of the object had been made.

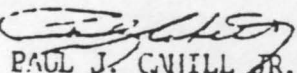
2. Only three crew members aboard that flight have been identified. The aircraft commander was Captain Randy Higginbotham, the navigator, Captain Rick Meier and an instructor navigator, Captain Myron Taylor. All have since separated from the USAF but, Captain Taylor was located and interviewed by telephone by SSgt Cahill on 16 January. The following is an account of the KC-135 intercept mission as recalled by Mr Taylor:

We were returning from a refueling mission and during our first approach into the traffic pattern, RAPCON vectored us to check-out a reported UFO in the area of the Wurtsmith Weapons Storage Area. As I recall, this activity occurred between 10:30 and 11:00 in the evening around the 1st of November. I remember seeing lights similar to strobe lights which were flashing irregularly. We followed the lights north out over Lake Huron and then the UFO swung south still over the lake toward the Saginaw Bay area of Michigan. At first it was difficult to determine whether there were two different objects because of the irregular flashing of the lights. But, after observing the lights we determined that there were in fact two objects and the irregular flashing appeared to be some sort of signal being passed from one to the other in an effort to maintain the same position. We were able to maintain visual contact most of the time and I was only able to paint an object on the radar scope for about 10 seconds. I would estimate that our altitude was about 2,000 feet and our speed approximately 200 knots. Shortly after turning south in pursuit of the UFO, we called Approach Control and received blanket clearance to follow the UFO at all altitudes

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~~CONFIDENTIAL~~

and at all vectors. Occasionally, RAPCON would pick-up the UFO and help us by giving us vectors to the UFO's position. I would guess that we stayed close to the UFO most of the time, approximately one mile away and each time we attempted to close on the object it would speed away from us. We followed the UFO down to Saginaw Bay and started across the Bay when we lost it because of all the fishing boat lights. At first we thought it had landed on one of the large oil tankers but later decided that we had been wrong. We continued to search the Bay area but didn't see it so we changed our heading for Wurtsmith. On the way back, we picked the UFO up again at our eight o'clock position. We turned away and it proceeded to follow us. Finally we turned back in the direction of the UFO and it really took-off back in the direction of the Bay area. I know this might sound crazy but I would estimate that the UFO sped away from us doing approximately 1,000 knots. We continued in the direction of the Bay until RAPCON called us again and said they were painting a UFO four to five miles over the coast traveling in a westerly direction. They vectored us to the position of the UFO and we proceeded but at that point we were low on fuel and were forced to return to Wurtsmith. I remember that while on final approach we saw the lights again near the Weapons Storage Area. Following the mission we discussed the incident and about a week later, Captain Higginbotham was questioned by the OSI and cautioned not to discuss the incident.


PAUL J. CNILL JR. SSgt, USAF
Wing Historian