

SOHP Editor's note:

Jan Aldrich discovered this letter in the CUFOS/NICAP files. It was written by William McNeff on Dec. 3, 1969, and received by NICAP headquarters in Washington, D.C. on Dec. 8, 1969. [Also attached to the letter were copies of the radarscope photographs, which have not been reproduced here].

McNeff's unnamed relative referenced in the letter is SSgt. Richard Clark, who was the intelligence/B-52 targeting officer tasked with preparing a report on the morning of the events for the commander of the 5th Bombardment Wing at Minot AFB. Clark requested two sets of the 8 X 10 positive prints of the relevant radarscope photos and retained one set as a desk copy. Following his discharge in late August 1969, he bequeathed the desk copy set of prints to McNeff.

McNeff notes that a team led by a Colonel arrived at Minot AFB the following day to review the radarscope footage. It is noted that Patrick McCaslin, the B-52 Navigator, also recalled being invited to review the radarscope footage with "people from Washington" led by a full colonel.

McCaslin transcription page 36-37:

PM: You know, somebody from a higher Headquarters. Nobody identified them as Project Bluebook, but there were people that were brought in supposedly to investigate what was going on, and I remember—I was allowed to see the actual film. They brought us in and they showed us—and this was on like a microfiche viewer, you know. You turn the crank and—

INT: How many photos were on—

PM: Oh, there was a bunch. I mean 10-15 minutes worth of stuff. And it's that that they used to calculate the speed. That's where I found out what the speed was during that session. They said, "We figured the speed was—," and I forget. It was a phenomenal amount—it was a phenomenal speed. And what's important about that is not the speed, but the fact that they could instantaneously go from one speed to the next, and then instantaneously resume the prior speed. That was more impressive to me than the actual speed, although that was impressive enough. And after viewing the film, there I remember there was a full Colonel and he had his blues on. Very casual. I think he had his blues unbuttoned. And I remember asking him—my impression being that he was one of these people from Washington or higher that was investigating these things. And I said—you know, I told the wife that I'd seen something pretty unusual that night, but I hadn't been talking to anybody outside of the crew or General Holland or anybody, 'cause no one had said anything, but I didn't know, I thought the prudent thing was not to discuss it. So I asked this guy, "Can I talk to people about this—am I at liberty to discuss this with anybody or not?" And he said, "Sure. I don't care. Go ahead." So it was no big deal to him, unless, all I can figure is, the fix was already in, but, you know, they had their explanation, because he made it clear to me that I could talk to anybody I wanted to about it.

INT: And this happened how long after—

PM: Ah, I'd say within the week of the incident. Yeah. Maybe within 2 or 3 days, but within a week, I'd say.

TMT

1968 Oct 24
Year Month Day

Log Code

North Dakota
State or Country

SIGHTING REPORT WORK SHEET

Source Letter

Date Rec'd 12/8/64

Rating

APPEARANCE AND BEHAVIOR

Time _____ Duration _____ Weather _____ Witness' Name Richey

ACTION TAKEN	Responsibility	Date Done	DISPOSITION	File	Pending	Card
Send Form 97	_____	_____	UFO Investigator	_____	_____	Special Advisors
Character/Background Check	_____	_____	Maj Keyhoe	_____	_____	_____
Request Police Report	_____	_____	G Lore	_____	_____	_____
Request Astro Data	_____	_____	R Hall	_____	_____	_____
Request Military Data	_____	_____	Dr McDonald	_____	_____	_____
Request Weather Data	_____	_____	Other	_____	_____	_____
Request Photo Data	_____	_____	PROBABLE IDENTIFICATION			
Refer to Local Investigator	_____	_____	Star/Planet	Re-entry	Birds	_____
Refer to Subcommittee	_____	_____	Met'logical	Meteor	Balloon	_____
Additional Followup	_____	_____	Rocket Test	Satellite	Aircraft	_____
Other	_____	_____	Hoax	Aurora	Other	_____

PATTERN STUDIES

- | | | | |
|--|---|---|---|
| <input type="checkbox"/> Structural Detail | <input type="checkbox"/> Landing | <input type="checkbox"/> Explosion | <input type="checkbox"/> Photos/Films |
| <input type="checkbox"/> Appendages | <input type="checkbox"/> No Landing/Close Range | <input type="checkbox"/> Physical Evidence | <input type="checkbox"/> Instruments |
| <input type="checkbox"/> Unusual Shape | <input type="checkbox"/> Flight Characteristics | <input type="checkbox"/> Angel Hair | <input type="checkbox"/> Radar |
| <input type="checkbox"/> Luminous Body | <input type="checkbox"/> Hover/Accelerate | <input type="checkbox"/> Traces | <input type="checkbox"/> Radio Signals |
| <input type="checkbox"/> Running Lights | <input type="checkbox"/> Descend/Ascend | <input type="checkbox"/> Animal Reactions | <input type="checkbox"/> Power Outages |
| <input type="checkbox"/> Light Beams | <input type="checkbox"/> Satellite Objects | <input type="checkbox"/> E-M Effects | <input type="checkbox"/> Govt. Involvement |
| <input type="checkbox"/> Flames or Sparks | <input type="checkbox"/> Separate/Merge | <input type="checkbox"/> Physical Effects | <input type="checkbox"/> AF Investigation |
| <input type="checkbox"/> Smoke | <input type="checkbox"/> Abrupt Disappearance | <input type="checkbox"/> Physiological Effects | <input type="checkbox"/> Military Intercept |
| <input type="checkbox"/> Vapor Trail | <input type="checkbox"/> Reaction to Light | <input type="checkbox"/> Association with Water | <input type="checkbox"/> Secrecy/Coverup |
| <input type="checkbox"/> Sound | <input type="checkbox"/> Other Intelligent Reaction | <input type="checkbox"/> With Power Lines | <input type="checkbox"/> Harrassment |
| <input type="checkbox"/> Odor | <input type="checkbox"/> Buzz/Pace Vehicle | <input type="checkbox"/> With Govt. Install. | <input type="checkbox"/> Other Investigations |
| <input type="checkbox"/> Formations | <input type="checkbox"/> Buzz Building | <input type="checkbox"/> Unusual Weather | <input type="checkbox"/> Publicity |
| <input type="checkbox"/> Occupants | | | <input type="checkbox"/> Astronauts |

WITNESS (Type, thoroughness, intelligence, literacy, etc.):

ANALYST'S COMMENTS (Notes on consistencies, or lack of them; strong, weak points; why probably identifiable):

Minneapolis, Minn.
December 3, 1969

Gentlemen:

DEC 8 1969

Information on what appears to be an important UFO report has come to me. A relative of mine was one of two non-coms in charge of security for Minot A.F.B. (North Dakota) until his discharge from the air force in late August this year. I believe he said it was his task to interview the crew of a B-52 which had reported a UFO. The facts as he recalled them are as follows: On 24 October 1968, early in the morning (still dark) a B-52 was coming in to land and making an approach to the runway. The pilot saw an oblong object with an orangeish (?) glow, about the size of a 135 tanker (which is about the size of a 707). He pointed it out to the copilot, the object was off the right wing, on the back of the plane, where they couldn't see the UFO, were the navigator and the radar navigator. The radar navigator turned on his (station-finding?) radar and scope camera which takes pictures automatically every

3 seconds. Shortly after this the object zipped to a position off the left wing tip. This change in position was also recorded by radar. The flip appeared on the scope in the same direction as the crew saw it (with exceptions, to be described). The UFO paced the B-52 until shortly before the plane landed. Meanwhile the plane had radioed the control tower (at about the time they had first seen the object). The tower advised them there were no other planes in the area. However the tower saw the UFO on their SCR radar. They did not see the UFO visually. In this regard it might be noted that the tower is very short, and that the plane made its approach from the S.E., while the tower is at the NW end of the runway, and its view may have been obscured by the operations building.

As the plane was landing, the UFO left.

The UFO was sighted by others that same morning, including A.F. personnel at missile sites, and on the highway. A total of 64 A.F.

personnel on duty reported the object. Some of the personnel's wives also saw the object, but made no official report.

In the general vicinity are two Minuteman missile silos called Bravo and Echo. At one of these silos, which have 3 alarms, first the outer alarm went off, then the innermost alarm went off, but the middle alarm on the large concrete slab door (lid) did not go off. When security checked, nothing was visibly disturbed.

Two men in a pickup truck going to the other silo (which is about 60 miles from the first) also saw the UFO. They stopped their truck, turned off its lights, and radioed in a description. When they started their truck up again the UFO kept ahead of them a short time, then zipped away.

There were other sightings about this time recorded in the local paper.

The next day at about 3 P.M. military and civilian investigators arrived. My relative

understood them to be part of the "Denver team" (Colorado project), but when I told him that the investigation phase of the Colorado project was supposed to have been officially over by that date, he admitted that he didn't know for certain that the military were from Denver. The military included a colonel who demanded immediate access to the room where the UFO reports had been placed, which room contained other classified documents and was guarded by a non-com who refused the colonel admission (the reason being that the Colonel's name was not on the access list). At this the colonel "hit the ceiling". The (bomb wing?) commander shortly arrived and got the reports out of the room and gave them to the colonel. Meanwhile my relative was given the negatives of the scope camera film and ordered to take them to have prints made. He did so and also requested an extra set of prints, which he kept. He later gave the prints to me. Copies

of the prints are enclosed.*

Before the "Denver team" arrived, the Bomb Wing commander, Col. Culbertson, took charge of the UFO investigation.

After receiving the radar film (for which my relative ~~was~~^{received} a signed receipt) and the reports, the "Denver team" boarded a plane and left.

Now for a description of the radar scope photos. The center of the scope is actually at $\frac{1}{2}$ mile range. There are range circles every $\frac{1}{2}$ mile. The plane was approaching the runway on a heading of 132° (note heading marker outright of scope). Frame numbers appear on lower right of the print. The first frame (no. 0771) does not show the UFO blip, which was supposed to be off the right wing at the time. The second frame (no. 0772) shows the blip at 242° at a range of 1.4 miles (approx.). The third frame (no. 0773) shows

* My relative advises me that radar scope pictures are unclassified but "For Official Use Only".

the blip at 40° and a range of about 1.4 miles. The blip seems not to appear on the scope in frames 0774 & 0775 but shows up on 0776 in the same position as on 0773. From then on the blip fades and reappears in the same place, except appears to approach the plane more closely before leaving.

The clock in upper right displays Zulu (Greenwich) time. The log sheet at right middle reads:

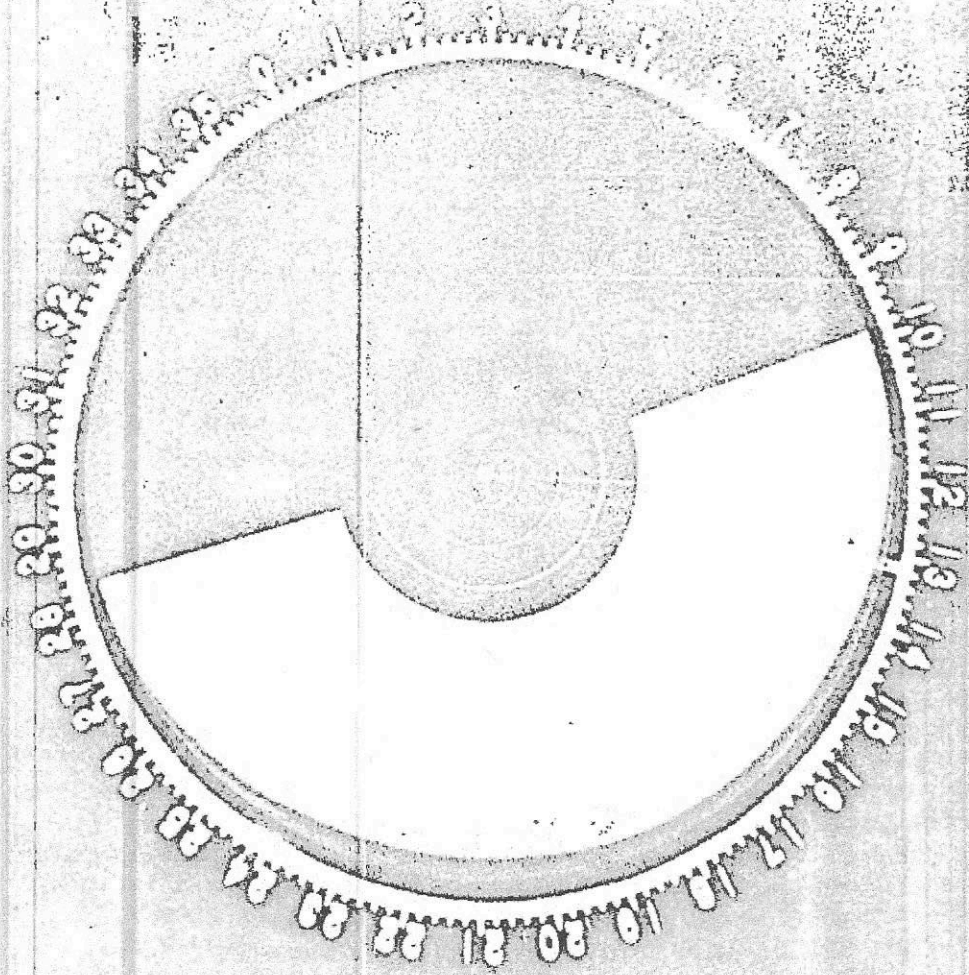
BISMARCK
ST. GEORGE
24 OCT. 68
B-52H 012
ASA-38
RICHEY
MC CASLIN

Richey is the last name of the radar navigator and Mc Caslin was the pilot.

This is about all I know about the sighting. I did not ask my relative for permission to give you his name, therefore I did not include it in this letter. Incidentally, I am an electrical engineer and a NICAP member. Sincerely,

William L. McKeef

DEC 8 1969



* MURPHY ATTACHED
COPIES OF THE SCORE
PHOTOS TO THE LETTER
THAT ARE NOT INCLUDED
HERE.