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about 30 minutes west and south of Rapid City but saw nothing. He returned to base and was about to land when he observed a light northwest of the base. He started out on a heading of 200 degrees magnetic, the object was high (30 deg - 45 deg) at 11 o'clock from him. He checked the possibility of a reflection and determined that this was not the cause. He continued his course keeping the object at 11 o'clock for a better view. After about 30 seconds, it disappeared then reappeared for another 30 seconds at the end of which it abruptly faded and was not seen again. The object was either in color and varied in intensity. It appeared to "pull away" because it got smaller. The comment as to size was that it was "brighter than the brightest star I've ever seen".

The pilot who flew the second ODP was interviewed away. He stated that he took off and started to climb when OIC told him that OIC had a light. He was north of Ellsworth AFB on a heading of 300 degrees magnetic when he saw a light 20-30 degrees to his right and level. He thought it was a star or planet but as he looked away it appeared to "jump" 15-20 degrees in elevation. (Note: Due to the speed of the aircraft and the fact that the pilot was intent on identifying the object, he was not exactly sure of his position. All positions are subject to some error.) The light seemed to be paralleling his course. The first thing the pilot did was to check for reflections in the cockpit (i.e., canopy, straight bench, etc.). He was sure the light was no reflection in the aircraft. The light, which the pilot estimated to be considerably brighter than a star, changed intensity and changed in color from white to green. When the object was first sighted, the aircraft was at 25,000 feet. The pilot started to climb and the light appeared to climb faster. This was because the angle of elevation increased. He climbed to 35,000 feet. All this time both the radar blip of both the object and the aircraft were being carried and the pilot was talking to the controller on ODP. As the pilot turned into the light on his initial sighting, he turned on his radar searchlight. As he swung into the target, the warning light came on. He never obtained a range reading since the light started to maneuver at about 4,000 yards. All this night indicator was that something was beyond 4,000 yards. The light continued to swirl the chase was broken off. After the chase, on the way home, the light blinked on and off several times indicating a possible reflection. The light was not checked by maintenance on return, and had not been checked since.

The F-24 chased the light for about five minutes, or to about 30 miles north of the base. The light appeared to make slow changes in color and intensity. The pilot stated that the light definitely moved in relation to the stars. After the intercept was broken off, the aircraft returned toward base.

About 30 miles out of base he got a visual on a similar light that changed from red to white. He was on a heading of 180 degrees magnetic at 22-15,000 feet and the light was 10 degrees low to the right. He thought it was a star going around curves in the hills but changed his mind when the red and white lights were of equal intensity. This target was in the ground clutter of the radar but something at 3000 feet was picked up on the height finder radar. The light slowly went out then

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