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AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
KIRTLAND AFB, NEW MEXICO	4 Nov 57	
ACTIVITY SUBMITTING REPORT: 1006th AISS, Ent AFB, Colorado	DATE OF COLLECTION: 8 Nov 57	SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL: WILLIAM P. BRUNSON, Lt. Colonel, USAF	DATE OF REPORT: 13 Nov 57	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: EUGENE G. BRINK and others	EVALUATION: B-6	SRI NO. ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

AFR 200-2; 34th ADIV TT 5626

SUBJECT (Descriptive title. Use individual reports for separate subjects)

UNIDENTIFIED FLYING OBJECT

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

I. CONTENTS:

PART ONE: Description of Sighting by Eugene G. Brink and Mr. Richard M. Kaser

PART TWO: Supplementary Investigative Efforts

PART THREE: Comments of the Preparing Officer

II. SUMMARY: This report contains information about an Unidentified Flying Object sighted by Mr. Eugene G. Brink and Mr. Richard M. Kaser, from the Control Tower at Kirtland Air Force Base, New Mexico, at approximately 2245 hours MST, 4 November 1957; results of supplementary investigative efforts; and the results of comparing its characteristics with possible identification criteria. The two SOURCES are Airways Operations Specialists, with a total of twenty-three years of experience; both were on duty in the Control Tower at Kirtland Air Force Base when the sighting was made.

III. INVESTIGATOR: Captain Patrick O. Shere, AO 1639638

William P. Brunson

WILLIAM P. BRUNSON
Lt. Colonel, USAF
Operations Officer

_____ INCLS

APPROVED:

William P. Brunson Lt Col

for JOHN W. MEADOR
Colonel, USAF
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AIR INTELLIGENCE INFORMATION REPORT

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I. SOURCES: Mr. Eugene G. Brink, 5714 Hannett NE, Albuquerque, New Mexico Age: 38. Occupation: Airways Operations Specialist, Kirtland AFB, New Mexico. Qualifications: 15 years as Tower Controller, World War II pilot, commercial pilot.

Mr. Richard M. Kaser, 1232 Columbia Drive NE, Albuquerque, New Mexico. Age: 28. Occupation: Airways Operations Specialist, Kirtland AFB, New Mexico. Qualifications: 8 years as Tower Controller, approximately 29 hours pilot training.

II. RELIABILITY: Both SOURCES, interviewed simultaneously, made identical replies to all questions, and gave identical accounts of the sighting. Both appeared to be mature and well poised individuals, apparently of well above average intelligence, and temperamentally well qualified for the demanding requirements of Control Tower Operators. Although completely cooperative and willing to answer any question, both SOURCES appeared to be slightly embarrassed that they could not identify or offer an explanation of the object which they are unshakably convinced they saw. In the opinion of the interviewer, both SOURCES are considered completely competent and reliable.

III. SOURCES DESCRIPTION OF SIGHTING: At 050545Z Nov 57, both SOURCES were on duty alone in the control tower at Kirtland AFB, New Mexico; this tower is slightly over one hundred feet high. One of the controllers looked up to check cloud conditions and noticed a white light travelling east between 150-200 miles per hour at an altitude of approximately 1500 feet on Victor 12. SOURCE then called the radar station and asked for an identification of the object. The radar operator reported that the object was on an approximate 90 degree azimuth from the observer; it disappeared on 180 degree azimuth from the tower observer. The object angled across the east end of Runway #26 (refer to Figure #1) in a southwesterly direction and began a sharp descent. One SOURCE gave a radio call in an attempt to contact what was believed to be an unknown aircraft that had become confused about a landing pattern. A LOGAIR C-46 had just called in for landing instructions. The object was then observed through binoculars, and appeared to have the shape of "an automobile on end". This was estimated to be 15-18 feet high. One white light was observed at the lower side of the object. The object slowed to an estimated speed of fifty miles per hour, and disappeared behind a fence at "Drumhead," a restricted area which is brilliantly floodlighted. This is approximately one-half mile from control tower. It reappeared moving eastward, and one SOURCE gave it a green light from the tower, thinking it might be a helicopter in distress. The object at this point was at an altitude of 200-300 feet; it then veered in a south-easterly direction, ascended abruptly at an estimated rate of climb of 45,000 feet per minute, and disappeared. SOURCES stated the object climbed "like a jet", faster than any helicopter. (SOURCE estimated this rate of climb).

Although there were scattered clouds with a high overcast, visibility was good. Surface winds were variable at 10-30 knots. SOURCES observed the object for 5 or 6 minutes, approximately half of which was through binoculars.

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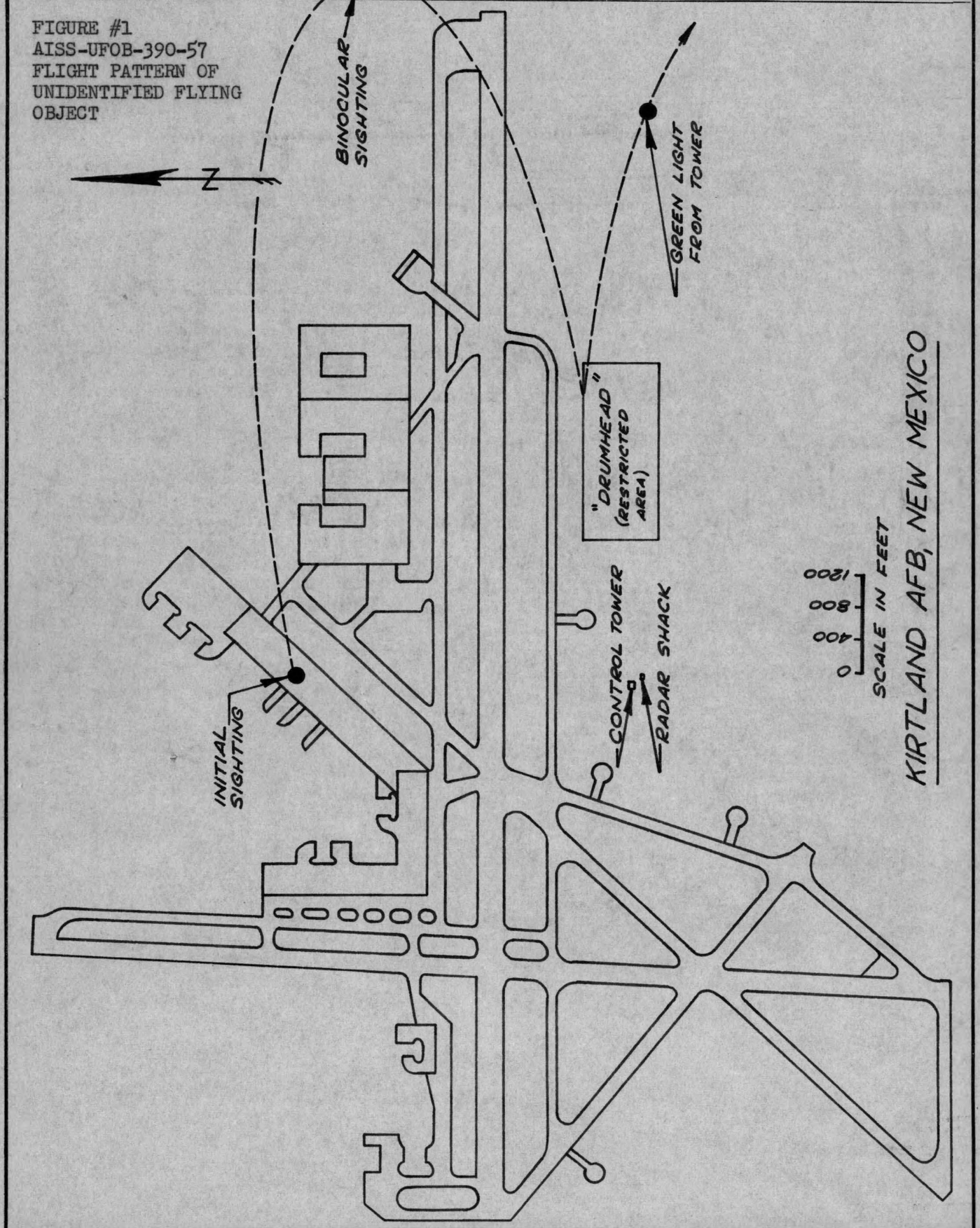
FIGURE #1
AISS-UFOB-390-57
FLIGHT PATTERN OF
UNIDENTIFIED FLYING
OBJECT



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SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with the Kirtland AFB radar station revealed that there had been an unidentified ordinary blip on the radar (N-16 Surface) scope. The operator stated that it appeared like a conventional aircraft blip.

2. Weather conditions prevailing at 2255 hours MST were:

Temperature and Dew Point - 42/41
Barometric pressure - 30.07
Winds - 5 knots from the northeast
Ceiling - 6,000 feet, overcast
Visibility - 10 miles

Weather conditions prevailing at 2230 hours MST were:

Winds - 5 knots from the west
Ceiling - 2,500 feet, overcast
Visibility - 7 miles
Rain squalls

3. A check with Dr. Lincoln LaPaz, head of the Meteoretics Department of the University of New Mexico, indicated that no unusual or distinctive astronomical phenomena occurred on the night of the sighting.

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COMMENTS OF THE PREPARING OFFICER:

1. The opinion of the preparing officer is that this object may possibly have been an unidentified aircraft, possibly confused by the runways at Kirtland AFB. The reasons for this opinion are:

a. The observers are considered competent and reliable SOURCES, and in the opinion of this interviewer actually saw an object they could not identify.

b. The object was tracked on a radar scope by a competent operator.

c. The object does not meet identification criteria for any other phenomena.

William P. Brunson

WILLIAM P. BRUNSON
Lt. Colonel, USAF
Operations Officer

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