

JOSEPH JABLONSKI

SIGHTING OF UNIDENTIFIED PHENOMENA QUESTIONNAIRE

BUDGET BUREAU APPROVAL NUMBER 21-R158

THIS QUESTIONNAIRE HAS BEEN PREPARED SO THAT YOU CAN GIVE THE U.S. AIR FORCE AS MUCH INFORMATION AS POSSIBLE CONCERNING THE UNIDENTIFIED PHENOMENON THAT YOU HAVE OBSERVED. PLEASE TRY TO ANSWER ALL OF THE QUESTIONS. THE INFORMATION YOU GIVE WILL BE USED FOR RESEARCH PURPOSES. YOUR NAME WILL NOT BE USED IN CONNECTION WITH ANY OF YOUR STATEMENTS OR CONCLUSIONS WITHOUT YOUR PERMISSION. RETURN TO AIR FORCE BASE INVESTIGATOR FOR FORWARDING TO FTD (TDETR), WRIGHT-PATTERSON AFB, OHIO 45433, 1AW AFR 80-17. (IF ADDITIONAL SHEETS ARE NEEDED FOR NARRATIVE OR SKETCHES ATTACH SECURELY TO THIS FORM OR ANNOTATE WITH YOUR NAME FOR IDENTIFICATION.)

DECLASSIFIED AUTHORITY: AFD 02-000001 BY: ECM, HAWA, DMS, R04H

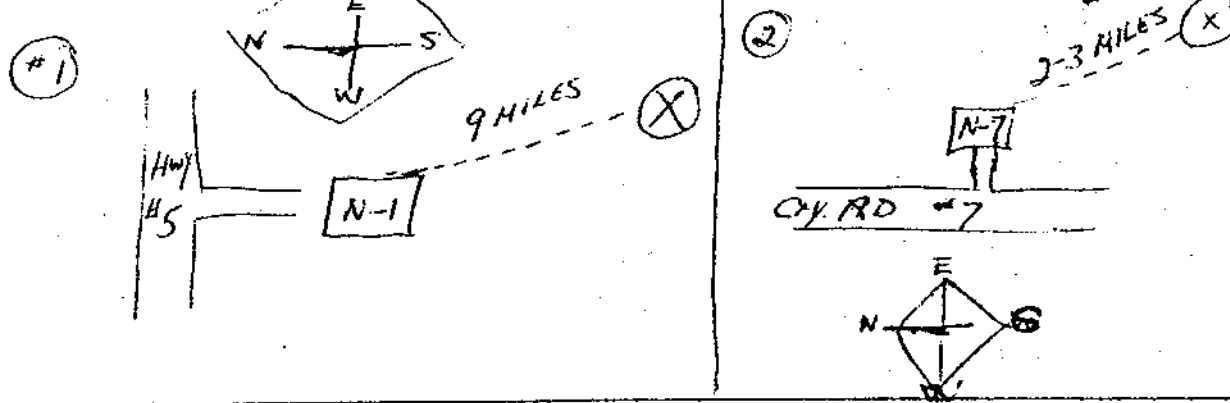
1. WHEN DID YOU SEE THE PHENOMENON? DAY 24 MONTH OCT YEAR 1968

2. WHAT TIME DID YOU FIRST SIGHT THE PHENOMENON? HOUR 0300 MINUTES 8 [X] A.M. [] P.M.

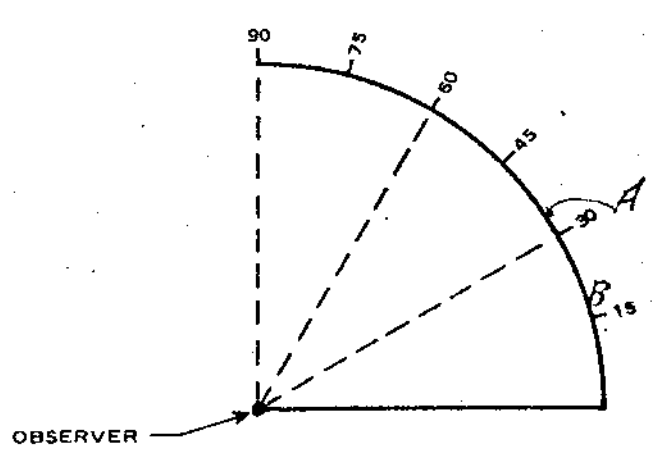
3. WHAT TIME DID YOU LAST SIGHT THE PHENOMENON? HOUR 0500 MINUTES 18 [X] A.M. [] P.M.

4. TIME/ZONE [X] DAYLIGHT SAVINGS [] STANDARD [] EASTERN [] CENTRAL [] MOUNTAIN [] PACIFIC [] OTHER

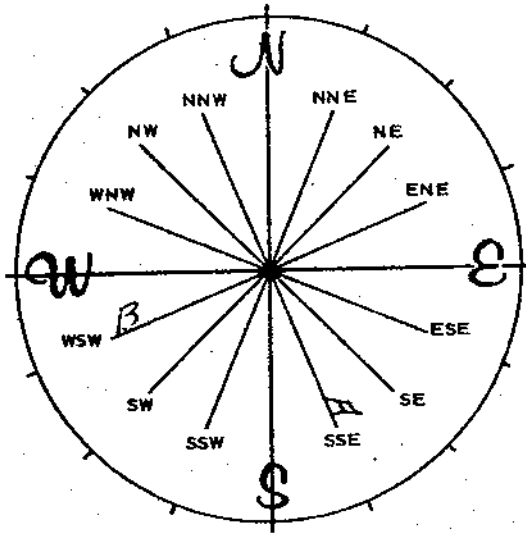
5. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? IF IN CITY, GIVE THE NEAREST STREET ADDRESS AND INDICATE ON A HAND DRAWN MAP WHERE YOU WERE STANDING WITH REFERENCE TO THE ADDRESS. IF IN THE COUNTRY, IDENTIFY THE HIGHWAY YOU WERE ON OR NEAR AND TRY TO FIX A DISTANCE AND DIRECTION FROM SOME RECOGNIZABLE LANDMARK.



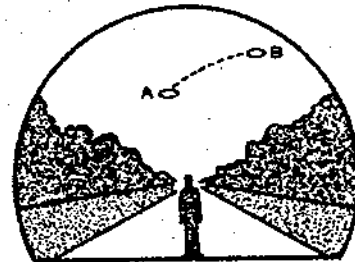
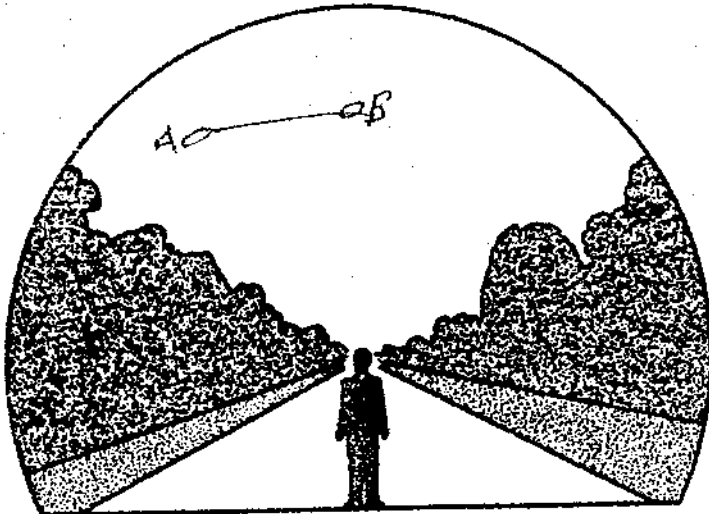
6. IMAGINE YOU ARE AT THE POINT SHOWN IN THE SKETCH, PLACE AN "A" ON THE CURVED LINE TO SHOW HOW HIGH THE PHENOMENON WAS ABOVE THE HORIZON, OR SKYLINE, WHEN FIRST SEEN. PLACE A "B" ON THE SAME CURVED LINE TO SHOW HOW HIGH ABOVE THE HORIZON THE PHENOMENON WAS WHEN LAST SEEN.



6A. NOW IMAGINE YOU ARE AT THE CENTER OF THE COMPASS ROSE. PLACE AN "A" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN FIRST SEEN. PLACE A "B" ON THE COMPASS TO INDICATE THE DIRECTION TO THE PHENOMENON WHEN LAST SEEN.



7. IN THE SKETCH BELOW, PLACE AN "A" AT THE POSITION OF THE PHENOMENON WHEN FIRST SEEN, AND A "B" AT THE POSITION OF THE PHENOMENON WHEN LAST SEEN. CONNECT THE "A" AND "B" WITH A LINE TO APPROXIMATE THE MOVEMENT OF THE PHENOMENON BETWEEN "A" AND "B". THAT IS, SCHEMATICALLY SHOW WHETHER THE MOVEMENT APPEARED TO BE STRAIGHT, CURVED OR ZIG-ZAG. REFER TO SMALLER SKETCH AS AN EXAMPLE OF HOW TO COMPLETE THE LARGER SKETCH.



DECLASSIFIED
 AUTHORITY: NND 952227
 BY: JEM. HWA. DAB 7/20/01

WNW of the area. They were not looking at the same thing

8. WHERE WERE YOU WHEN YOU SAW THE PHENOMENON? (Check appropriate blocks.)

<input checked="" type="checkbox"/> OUTDOORS		IN BUSINESS SECTION OF CITY
IN BUILDING		IN RESIDENTIAL SECTION OF CITY
IN CAR <input type="checkbox"/> AS DRIVER <input checked="" type="checkbox"/> AS PASSENGER	<input checked="" type="checkbox"/>	IN OPEN COUNTRYSIDE
IN BOAT		NEAR AIRFIELD
IN AIRPLANE <input type="checkbox"/> AS PILOT <input type="checkbox"/> AS PASSENGER		FLYING OVER CITY
OTHER		FLYING OVER OPEN COUNTRY
		OTHER

A. IF YOU WERE IN A VEHICLE, COMPLETE THE FOLLOWING:

WHAT DIRECTION WERE YOU MOVING?		HOW FAST WERE YOU MOVING?
<input type="checkbox"/> NORTH	<input type="checkbox"/> EAST	30 MPH
<input checked="" type="checkbox"/> SOUTH	<input type="checkbox"/> WEST	DID YOU STOP ANYTIME WHILE OBSERVING THE PHENOMENON?
<input type="checkbox"/> NORTHEAST	<input type="checkbox"/> SOUTHEAST	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<input type="checkbox"/> NORTHWEST	<input type="checkbox"/> SOUTHWEST	

EXPLAIN WHETHER SUCH MOVEMENT AFFECTS YOUR SKETCHES IN ITEMS 5 AND 6.

NO

DESCRIBE TYPE OF VEHICLE YOU WERE IN AND TYPE OF ROAD, TERRAIN OR BODY OF WATER YOU TRAVERSED DURING THE SIGHTING. STATE WHETHER WINDOWS OR CONVERTIBLE TOP WERE UP OR DOWN.

4x4 Truck [REDACTED] RD. - WINDOWS OPENED OCCASIONALLY

HOW MUCH OTHER TRAFFIC WAS THERE?

DID YOU NOTICE ANY AIRPLANES? YES NO. IF "YES," DESCRIBE WHEN THEY WERE IN SIGHT RELATIVE TO THE TIME OF SIGHTING THE PHENOMENON AND WHERE THEY WERE IN THE SKY RELATIVE TO THE POSITION OF THE PHENOMENON.

B-52 DIVERTED TO GENERAL AREA. FIRST SEEN AND HEARD APPROX. 35 MIN. AFTER FIRST SIGHTING OF OBJECT. OBJECT STAYED BASICALLY TO THE SOUTHEAST, WHILE B-52 WAS IN THE SOUTHWESTERLY POSITION.

9. HOW LONG WAS THE PHENOMENON IN SIGHT?

LENGTH OF TIME	CERTAIN OF TIME	NOT VERY SURE
APPR. 2 HOURS ON AND OFF.	<input checked="" type="checkbox"/> FAIRLY CERTAIN	JUST A GUESS

HOW WAS TIME DETERMINED?

THE TIME MY TEAM STAYED OUT FROM DISPATCH AS SHOWN AF FORM 53.

WAS THE PHENOMENON IN SIGHT CONTINUOUSLY? YES NO. IF "NO," INDICATE WHETHER THIS IS DUE TO YOUR MOVEMENT OR THE BEHAVIOR OF THE PHENOMENON, AND DESCRIBE SUCH MOVEMENT OR BEHAVIOR. INDICATE DISAPPEARANCES ON PREVIOUS SKETCHES.

NOT DUE TO OUR MOVEMENT, BUT THE BEHAVIOR PATTERN OF THE PHENOMENON. OBJECT APPEARED AS ORANGISH-RED LIGHTED, SEEMED TO SWITCH TO ALMOST COMPLETELY WHITE AND THERE WAS SOME GREEN. THIS PATTERN WAS NOT ALWAYS THE SAME AND AT CERTAIN TIMES A COMBINATION OF ALL COULD BE SEEN AT ONCE. OBJECT FIRST APPEARED TO HOVER, THEN MOVE SLOWLY, SPEED UP, ALWAYS ALTERNATING IN COLOR. THEN LIGHTS WOULD VANISH, BUT RETURN SOME MINUTE LATER.

DECLASSIFIED
 Authority: AFD 920221
 BY JEM RWA DUB RGA

Scintillation
 Auto Kinesis

10. IF THERE WERE MORE THAN ONE PHENOMENON, HOW MANY WERE THERE? DRAW A PICTURE TO SHOW HOW THEY WERE ARRANGED. DID THIS ARRANGEMENT CHANGE DURING THE SIGHTING?

When first dispatched to N-7 another object exactly the same appeared out of the east and had picked up speed in a path moving towards the other. never did see the two join or meet as the second one disappeared and no longer could be seen.

11. CONDITIONS (Check appropriate blocks.)

A. SKY		B. WEATHER	
<input type="checkbox"/> DAY		<input type="checkbox"/> CUMULUS CLOUDS (Low fluffy)	<input type="checkbox"/> FOG OR MIST
<input type="checkbox"/> TWILIGHT		<input type="checkbox"/> CIRRUS CLOUDS (High fleecy or Herring-bone)	<input type="checkbox"/> HEAVY RAIN
<input checked="" type="checkbox"/> NIGHT		<input type="checkbox"/> NIMBUS CLOUDS (Rain)	<input type="checkbox"/> LIGHT RAIN OR DRIZZLE
<input checked="" type="checkbox"/> CLEAR		<input type="checkbox"/> CUMULONIMBUS CLOUDS (Thunderstorms)	<input type="checkbox"/> HAIL
<input type="checkbox"/> PARTLY CLOUDY		<input checked="" type="checkbox"/> HAZE OR SMOG	<input type="checkbox"/> SNOW OR SLEET
<input type="checkbox"/> COMPLETELY OVERCAST			<input type="checkbox"/> UNKNOWN
			<input type="checkbox"/> NONE OF THE ABOVE

C. IF THE SIGHTING WAS AT TWILIGHT OR NIGHT, WHAT DID YOU NOTICE ABOUT THE STARS AND MOON?

(1) STARS		(2) MOON	
<input type="checkbox"/> NONE		<input type="checkbox"/> BRIGHT MOONLIGHT	<input checked="" type="checkbox"/> NO MOONLIGHT
<input checked="" type="checkbox"/> A FEW		<input type="checkbox"/> MOON WITH HALO	<input type="checkbox"/> UNKNOWN
<input type="checkbox"/> MANY		<input type="checkbox"/> MOON HIDDEN BY CLOUDS	
<input type="checkbox"/> UNKNOWN		<input type="checkbox"/> PARTIAL (New or quarter)	

D. IF SIGHTING WAS IN DAYLIGHT, WAS THE SUN VISIBLE? YES NO. IF "YES," WHERE WAS THE SUN AS YOU FACED THE PHENOMENON?

<input type="checkbox"/> IN FRONT OF YOU	<input type="checkbox"/> TO YOUR RIGHT	<input type="checkbox"/> OVERHEAD (Near noon)
<input type="checkbox"/> IN BACK OF YOU	<input type="checkbox"/> TO YOUR LEFT	<input type="checkbox"/> UNKNOWN

E. SPECIFY THE MAJOR SOURCE OF ILLUMINATION PRESENT DURING THE SIGHTING, SUCH AS THE SUN, HEADLIGHTS OR STREET LAMP, ETC. FOR TERRESTRIAL ILLUMINATION, SPECIFY DISTANCE TO LIGHT SOURCE.

HEADLIGHTS, SITE LIGHTS. UNKNOWN.

12. GIVE A BRIEF DESCRIPTION OF THE PHENOMENON, INDICATING WHETHER IT APPEARED DARK OR LIGHT, WHETHER IT REFLECTED LIGHT OR WAS SELF-LUMINOUS AND WHAT COLORS YOU NOTICED. DESCRIBE YOUR IMPRESSION OF WHETHER IT WAS SOLID OR TRANSPARENT, WHETHER EDGES WERE SHARP OR FUZZY. DESCRIBE THE SHAPE OR INDICATE IF IT APPEARED AS A POINT OF LIGHT. INDICATE COMPARISONS WITH OTHER OBSERVED OBJECTS, LIKE STARS, A LIGHT OR OTHER OBJECT IN YOUR FIELD OF VIEW.

OBJECT WAS SELF LUMINOUS WITH GLOWING ORANGE-RED, WHITE GREENISH ALTERNATING AND AT TIMES COMBINATIONS COULD BE SEEN. OBJECT APPEARED RATHER SOLID, ALTHOUGH NOT VERY WIDE AND SLENDER IN SHAPE. EDGES WERE FUZZY. LIGHTS WERE MUCH TOO BRIGHT TO DETERMINE EXACT SHAPE. THIS OBJECT APPEARED MUCH BRIGHTER THAN A STAR.

SIRIUS WAS 3.1 M 07 - 1.6

DECLASSIFIED
Authority: NND 935222
By: JEM, RWA, DAU 2008

13.	DID THE PHENOMENON	YES	NO	UNKNOWN
	MOVE IN A STRAIGHT LINE?	X		
	STAND STILL AT ANYTIME?	X		
	SUDDENLY SPEED UP AND RUN AWAY?	X		
	BREAK UP IN PARTS AND EXPLODE?		X	
	CHANGE COLOR?	X		
	GIVE OFF SMOKE?			X
	CHANGE BRIGHTNESS?	X		X
	CHANGE SHAPE?	X		
	FLASH OR FLICKER?	X		
	DISAPPEAR AND REAPPEAR?			X
	SPIN LIKE A TOP?		X	
	MAKE A NOISE?		X	
	FLUTTER OR WOBBLE?		X	

14. WHAT DREW YOUR ATTENTION TO THE PHENOMENON?

OTHER PERSONS HAD BROUGHT IT TO MY ATTENTION. ALTHOUGH I HADN'T SEEN IT IMMEDIATELY THEY GAVE A GOOD ESTIMATE OF LOCATION. WHEN IT RE-APPEARED 3 OR 4 MINUTES LATER IT WAS QUOTE BRIGHT AND GRADUALLY WEAKENED.

Clouds passing in front of

A. HOW DID IT FINALLY DISAPPEAR?

PRIOR TO RETURN TO N-1 IT CAUGHT OUR ATTENTION AGAIN, THIS TIME WSW IN LOCATION. IT HAD APPEARED AS BEFORE STARTING BRIGHT ORANGE-RED TO WHITE AND FINALLY GREEN. THE OBJECT WAS STATIONARY AT THE TIME AND APPEARED APPROX. 1,000 FT ABOVE GROUND. THE GREEN LIGHT STARTED TO DIMINISH SLOWLY TILL NO LONGER SEEN.

B. DID THE PHENOMENON MOVE BEHIND OR IN FRONT OF SOMETHING, LIKE A CLOUD, TREE, OR BUILDING AT ANY TIME?

YES NO. IF "YES," DESCRIBE.

JUST PRIOR TO OUR SIGHTING THE DIVERTED B-52 IN THE WSW THE OBJECT HAD DESCENDED GRADUALLY AND FOR 1 MINUTE OR 2 HAD APPEARED TO BE OBSTRUCTED BY TREES.

DECLASSIFIED
 Authority: AWD-90320-1
 BY: ECM - HAWK DALL 7/20/01

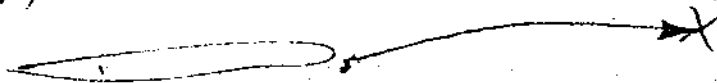
15. DRAW A PICTURE THAT WILL SHOW THE SHAPE OF THE PHENOMENON. INCLUDE AND LABEL ANY DETAILS THAT MIGHT HAVE APPEARED AS WINGS OR PROTRUSIONS, AND INDICATE EXHAUST OR VAPOR TRAILS. INDICATE BY AN ARROW THE DIRECTION THE PHENOMENON WAS MOVING.



AS PREVIOUSLY STATED, ALTHOUGH OBJECT APPEARED TO BE SOLID MATTER THE ILLUMINATION RENDERED ~~ANY~~ NO LOGICAL SHAPE TO BE DETERMINED.

IT HAD APPEARED QUITE SLIM AND NOT VERY WIDE.

(1E.)



THE OBJECT APPEARED TO MOVE MORE WESTERLY EACH TIME? BUT NEVER COULD BE SEEN IN THE WESTERLY DIRECTION UNTIL THE LAST AND FINAL ILLUMINATIONS AT 05:10 LASTING UNTIL APPROX. 05:18 WHEN IT COULD NO LONGER BE SEEN.

16. WHAT WAS THE ANGULAR SIZE? HOLD A MATCH AT ARM'S LENGTH IN FRONT OF A KNOWN OBJECT, SUCH AS A STREET LAMP OR THE MOON. NOTE HOW MUCH OF THE OBJECT IS COVERED BY THE HEAD OF THE MATCH. NOW IF YOU HAD BEEN ABLE TO PERFORM THIS EXPERIMENT AT THE TIME OF THE SIGHTING, ESTIMATE WHAT FRACTION OF THE PHENOMENON WOULD HAVE BEEN COVERED BY THE MATCH HEAD.

OFF-HAND I'D SAY THAT CLOSE TO ONE-HALF WOULD BE COVERED BY THE MATCH HEAD.

DECLASSIFIED
AUTHORITY: NO. 92-222
BY: EM UNDA DLG 2001

Moving clouds cause no sightings

17. DID YOU OBSERVE THE PHENOMENON THROUGH ANY OF THE FOLLOWING? INCLUDE INFORMATION ON MODEL, TYPE, FILTER, LENS PRESCRIPTION OR OTHER APPLICABLE DATA.

<input checked="" type="checkbox"/>	EYEGASSES		CAMERA VIEWER
	SUNGLASSES		BINOCULARS
<input checked="" type="checkbox"/>	WINDSHIELD		TELESCOPE
<input checked="" type="checkbox"/>	SIDE WINDOW OF VEHICLE		THEODOLITE
	WINDOWPANE		OTHER

A. DO YOU ORDINARILY WEAR GLASSES? YES NO B. DO YOU USE READING GLASSES? YES NO

18. WHAT WAS YOUR IMPRESSION OF THE SPEED OF THE PHENOMENON? GIVE ESTIMATE OF SPEED APPROX 70-100 KNOTS 19. WHAT WAS YOUR IMPRESSION OF THE DISTANCE OF THE PHENOMENON? GIVE ESTIMATE OF DISTANCE 3-5 MILES

20. IN ORDER THAT WE MAY OBTAIN AS CLEAR A PICTURE AS POSSIBLE OF WHAT YOU SAW, DESCRIBE IN YOUR OWN WORDS A COMMON OBJECT OR OBJECTS WHICH, WHEN PLACED IN THE SKY, SIMILAR TO WHERE YOU NOTED THE PHENOMENON, WOULD BEAR SOME RESEMBLANCE TO WHAT YOU SAW. DESCRIBE SIMILARITIES AND DIFFERENCES BETWEEN THE COMMON OBJECT AND WHAT YOU SAW.

AS TO THE ALTERNATING ILLUMINATION, PARTICULARLY THE WHITE, IT APPEARED AS TWO OR THREE AUTOMOBILE HEADLIGHTS. WHEN THE B-52 HAD FLOWN IN ITS SEARCH IT HAD BEEN USING ITS LANDING LIGHTS WHICH WERE QUITE SIMILAR IN NATURE. AS TO AVOID CONFUSION BETWEEN THE PLANE AND THE OBJECT BASE OPS HAD POINTED OUT WHERE AND WHEN WE SAW THE B-52. MUST ADD THAT THE B-52'S ENGINES COULD BE EASILY HEARD WHILE THE UFO MADE NO SOUNDS TO BE HEARD AT ABOUT THE SAME DISTANCE.

21. DID YOU NOTICE ANY ODOR, NOISE, OR HEAT EMANATING FROM THE PHENOMENON OR ANY EFFECT ON YOURSELF, ANIMALS OR MACHINERY IN THE VICINITY? YES NO. IF "YES," DESCRIBE.

A. DID THE PHENOMENON DISTURB THE GROUND OR LEAVE ANY PHYSICAL EVIDENCE. YES NO. IF "YES," DESCRIBE.

DECLASSIFIED
 Authority: AFD 91-272
 By: ECA, HAWA, DIA, RAB

22. HAVE YOU EVER SEEN THIS OR A SIMILAR PHENOMENON BEFORE? YES NO. IF "YES," GIVE DATE AND LOCATION.

23. WAS ANYONE WITH YOU AT THE TIME YOU SAW THE PHENOMENON? YES NO. IF "YES," DID THEY SEE IT TOO?
 YES NO.

A. LIST THEIR NAMES AND ADDRESSES
[REDACTED] AIC GREGORY ADAMS
[REDACTED] SSGT JAMES BOND
[REDACTED] AIC O'CONNOR
[REDACTED] PLUS ANOTHER
[REDACTED] ANOTHER

24. GIVE THE FOLLOWING INFORMATION ABOUT YOURSELF
LAST NAME, FIRST NAME, MIDDLE NAME [REDACTED] AIC JABLONSKI, JOSEPH PATRICK AIC

ADDRESS (Street, City, State and Zip Code) [REDACTED] No. DAK. 58701

TELEPHONE (Area code and number) [REDACTED] AGE 21 MALE FEMALE

INDICATE ADDITIONAL INFORMATION AND ANY EXPERIENCE WHICH MAY BE PERTINENT.

(MISSILE) SECURITY POLICEMAN
742 SMS - "NOVEMBER FLIGHT"
(SECURITY ALERT TEAM MEMBER)

BOX 2939 CMR MNOT AFB NO DAK

DUTY PHONE - 3982

25. WHEN AND TO WHOM DID YOU REPORT THAT YOU HAD SIGHTED THIS PHENOMENON?
NAME SSGT JAMES F. BOND DAY 24 MONTH OCT YEAR 68

26. DATE YOU COMPLETED THIS QUESTIONNAIRE.
DAY 25 MONTH OCT YEAR 68

DECLASSIFIED
Authority: E.O. 13526
By: JEM, HAWA, BUI, JAC

27. INFORMATION WHICH YOU FEEL IS PERTINENT BUT WHICH IS NOT ADEQUATELY COVERED IN THIS QUESTIONNAIRE, ALTERNATIVELY PROVIDE A NARRATIVE EXPLANATION OF THE SIGHTING.

The OBJECT HAD VARIOUS MANUEVERS WHICH OCCURED BASICALLY IN ONE GENERAL AREA. IT STAYED PRETTY WELL S.S.E. OF THE LAUNCH FACILITY BUT HAD SEVERAL TIMES STARTED NORTHWARD AND WESTWARD ALWAYS RETURNING TO ITS PREVIOUS (SSE) POSITION.

FOR SOME REASON IT APPEARED TO BE TRYING TO TRAVEL WEST BUT WE NEVER DID SEE IT TAKE THE DIRECT PATH. WHEN THE B-52 FLEW IN THE VICINITY (SSE) IT WAS NO LONGER SEEN IN THAT LOCATION, WHEN THE PLANE HAD STARTED TO TRAVEL TO THE BASE AND AFTER IT WAS OUT OF SIGHT WE HAD ALSO STARTED BACK TO ~~N-1~~ N-1. OUR ATTENTION WAS AGAIN CAUGHT WHEN IT APPEARED APPROX. 5 MILES DOE WEST WHERE IT REMAINED UNTIL IT FINALLY DISAPPEARED ABOUT 15 MINUTES AFTERWARDS.

DECLASSIFIED
Authority: 1480-92
BY: ECM / 11/11/01 / 2001