

... to Moffett Naval Air Station, for further instructions.

... with the help of Maj. Alfred and others, I was able to get airborne by 11:54 hours, 15 April and arrived at Moffett at 13:40 hours. My first view of the Moffett Air Station operations was a panorama of haste. It is seen that Lt Col Mathison had rounded up a C-54 aircraft, a crew of twelve men and written competent orders for dispatching plane and crew to the other side of the world.

3. We departed Moffett NAS at 15:45 hours and landed at Annette Island, Alaska at 23:25 hours, 15 April 1959. Our next stop, after Annette, was Elkinsdorf Air Force Base, Anchorage, Alaska. Certain crew member changes were made and the plane made ready for the 2000 mile flight over Fairbanks, the ice pack, Resolute Bay, to Thule, Greenland, our next refueling stop. Our stay at Thule lasted eight hours. This long stop was caused by aircraft mechanical failure; an engine oil cooler had to be replaced. I am happy to relate that this failure occurred on the ground.

4. I will agree here a moment to offer a "well done" to our aircraft Flight Engineer, T/Sgt M.G. McClusky and Standardization Flight Engineer, S/Sgt S.M. Standifer, for doing a very good job on the repair work in less than desirable conditions. The temperature was about zero degrees F, the wind speed about 15 knots; the aircraft was outside, facing East at the Greenland icepack. I never cease to marvel at the dedication and loyalty which drives this effort, without complaint, in such a hostile environment. I am sure that these men will not soon forget Thule and the 2 1/2 hours spent with ungloved hands and unprotected faces.

5. Three choices are offered for a flight plan to Oslo from Thule:

- a. straight East over the ice cap and glaciers,
- b. straight South over the ice cap and glaciers,
- c. straight North over the ice cap and glaciers.

The northern route was the winning candidate because of less flight hazards. I am not sure what this means -- to the uninitiated, like myself, any direction away from Thule, relative to safety, is a very sober cager. Arctic survival teaches you "not to think about it"; it should perhaps be phrased, "A swan song to oblivion", in the event of accident.

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The object was observed at 0045Z hours, was facing northward, and was seen as a dark, elongated shape with an object hanging from its rear. At first all the observers, it appeared over the horizon at 0045Z hours and was approximately 15 to 20 degrees above the horizon. It descended at an angle of approximately 20 to the horizon and disappeared at position 70 degrees 13' 30" N-151W. It did not change size, from appearance to disappearance and was seen for approximately 30 seconds to one minute - azimuth traversed was approximately 25 degrees.

1. "A search at 7014N-151W and at 0045Z hours, was facing northward, and was seen as a dark, elongated shape with an object hanging from its rear. At first all the observers, it appeared over the horizon at 0045Z hours and was approximately 15 to 20 degrees above the horizon. It descended at an angle of approximately 20 to the horizon and disappeared at position 70 degrees 13' 30" N-151W. It did not change size, from appearance to disappearance and was seen for approximately 30 seconds to one minute - azimuth traversed was approximately 25 degrees."

2. "The chute was described as aluminum colored and the object beneath was slightly darker, was cone shaped, and was suspended from the end (it was dangling) the pine ratio of chute to object was 5 to 1. This was determined by showing the witness various sized objects."

4. "No lights were seen on the object and no sound was heard."

15. I will reserve further comment on these interviews until we are able to study them more closely. It is interesting to note that exactly 27 minutes elapsed between time of the first sighting in the sky and sighting of the parachute, from 0012Z to 0042Z. Remember, these observers were those to note this type of action; further, surveying transits were later brought to the observer positions to determine the angle.

16. I would like to report some of the unofficial comments which merit some consideration, made by our Air Force people. "The reward of \$200.00 was not significant with good judgment." "If it is worth that much to us, it may be worth more to someone else over the hill." Look at the map of the area and see the location of the two Russian settlements.

17. Results of the complete operations in terms of Aircraft flying time indicate the following totals:

- a. Total hours flown -- 436 hours and 15 minutes
- b. Total hours search -- 124 hours and 55 minutes
- c. Total helicopter time- 28 hours and 55 minutes

The time required to return to station will be in addition to that reflected above.

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