

**AFFIDAVIT OF ROBERT L. SALAS**

- (1) My name is Robert L. Salas
- (2) I was born on
- (3) My address is
- (4) In March 1967 I was a 1<sup>st</sup> Lieutenant in the U.S. Air Force, stationed at Malmstrom AFB, Montana. I was a Missile Combat Crew member assigned to the 490<sup>th</sup> Missile Squadron (Minuteman Missile). My principal duty was to monitor the readiness and security of the ten nuclear missiles under our control and to launch missiles if ordered by higher authority.
- (5) The events described below likely occurred on or about March 24<sup>th</sup>, 1967. On the night in question, I was on Alert duty at Oscar Flight Launch Control Center (LCC), 490<sup>th</sup> Strategic Missile Squadron, 341<sup>st</sup> Strategic Missile Wing, Malmstrom AFB, Montana. I was on duty as the Deputy Missile Combat Crew Commander (DMCCC). The Missile Combat Crew Commander (MCCC) was 1<sup>st</sup> Lieutenant Frederick Meiwald.
- (6) When the incident began Lt. Meiwald was taking a scheduled rest period. Sometime during the evening I received a call from my Flight Security Controller (FSC), the ranking NCO of the security team topside. He reported to me that he and other members of the flight security team had been observing some "lights" in the sky making unusual maneuvers. He stated that he did not think they were aircraft since they were traveling at a very high velocity and making unusual directional changes. He also said there was no engine noise. He said he thought that this was so unusual that he thought he should report it to us. I thanked him for his report but I did not consider it significant at that time and terminated the conversation.
- (7) Within minutes, I received a second call from the FSC. His voice was highly agitated and he was screaming as he told me he was looking out the large window facing the front gate of the facility. He said there was a large glowing, pulsating red oval shaped object hovering over the front gate. He told me it was about 30-40 feet in diameter. He also said he had his men outside with their weapons drawn observing the object. I asked him if there was a structure to the object and he said he was having difficulty seeing any structure because of the glow of the light. He then asked if I had any direction for him. I simply told him not to allow anything inside the perimeter fence. He then abruptly cut off the conversation and said he had to go because one of his men was injured.
- (8) I immediately turned to wake my commander Lt. Meiwald and began telling him about the phone calls from the FSC. As we were talking, alarms and indicators at the commander's console which showed the status of the missiles under our command began to go off. At this point we went through our checklist procedures. The indicators for all or nearly all ten missiles showed as red-colored FAULT lights which meant that the missiles were disabled and could not be launched. Some of the missile indicators also had security violation lights illuminated meaning a possible security incursion at those sites. When Lt. Meiwald queried the fault system (VRSA) the message given on most, if not all the missiles was 'guidance and control system failure'. During these checklist

procedures, Lt. Meiwald phoned the Wing and Squadron Command posts. After these phone calls, Lt. Meiwald said to me "The same thing happened at another flight", or words to that effect.

- (9) Since we had received security violation lights at one or more of the launch facilities (LF) I phoned the FSC and directed a security team response to those sites. During this conversation, the FSC reported that the object had flown off. Upon approaching and inspection of one of the LFs where the security team had been dispatched, the team reported seeing a similar object.
- (10) The missiles under our command remained disabled for the rest of our tour of duty. We were relieved by another crew the next morning and were transported back to the base for a debriefing by our Squadron Commander, Col. George Eldridge. Before departing Oscar flight I spoke with the FSC on duty about the object he saw and he could add nothing more to what he described to me earlier. He did say that one of the men had received a minor injury on his hand, but this injury did not result from any action by the object.
- (11) Upon return to Malmstrom AFB, we met with 490<sup>th</sup> Squadron Commander Col. George Eldridge and another officer who was assigned to the Air Force Office of Special Investigations (AFOSI). Col. Eldridge assured us that the incident was not part of any Air Force exercise and he could not explain why it happened. The officer from AFOSI told that us the incident was classified SECRET and we were not to speak about it to any other person.
- (12) At no time during the remainder of my tenure in the U.S. Air Force was I further contacted or questioned by any investigative body regarding the above events. There were no further de-briefings or explanations of any kind given to me as to why the missiles failed as described above.
- (13) I have not been paid nor given anything of value to make this statement and it is the truth to the best of my recollection.

Signed: *Robert L. Sales*  
 Date: July 7, 2010  
 Signature witnessed by: *Tammi Skiba*  
 Notary: \_\_\_\_\_

**State of California County of**  
Ventura  
 Subscribed and sworn to for affidavit  
 before me on this 7<sup>th</sup> day of July, 2010, by  
Robert L. Sales  
 known to me on the basis of satisfactory evidence  
 to be the person(s) who signed herein.  
 Signature *John Anthony Maggio*  
 (Notary)



**AFFIDAVIT OF ROBERT C. JAMISON**

- (1) My name is Robert C. Jamison
- (2) I was born on
- (3) My address is
- (4) In 1967, I was a U.S. Air Force 1st Lieutenant and worked as Minuteman I ICBM targeting officer (Combat Targeting Team Commander) assigned to the 341st Missile Maintenance Squadron (MIMS) at Malmstrom Air Force Base, Great Falls, Montana. One of my jobs was to go out and re-start missiles that had shut down for various reasons.
- (5) On the night in question, the squadron's Job Control office called me at home sometime between 10 P.M. and midnight, perhaps even later than that. Our team was told to report to the MIMS operations hanger on base because a lot of missile sites were "off alert status", that is, shut down.
- (6) Upon arriving at the MIMS hanger, but even before reporting to the Job Control office, I overheard other targeting team personnel discussing rumors of a UFO connection with the problem at hand. Supposedly, all ten missiles comprising Oscar Flight had gone off alert status just after a UFO had been reported in the vicinity of their Launch Control Facility. Once I arrived at Job Control, a Non-Commissioned Officer (NCO) confirmed those reports, telling me that Air Police guards at the stricken flight had in fact reported a UFO moments before the missiles malfunctioned.
- (7) I expected to be ordered to the missile field immediately to help restart the missiles. I was surprised to learn that all of the targeting teams had been directed to remain at the hanger, as a precaution, until all UFO reports from the field had ceased. I estimate that our teams waited 2-3 hours before being given the go-ahead to proceed to Oscar Flight.
- (8) While waiting, I walked to a temporary command post which had been set up in the hanger. There I overheard another squadron member talking on a two-way radio about a second UFO which had apparently landed in a deep ravine, not far from the base. Later that night, our targeting teams traveled past the landing site and observed a small group of Air Force vehicles positioned just off the road, at the top of the ravine. Based on a newspaper report later published in the *Great Falls Tribune*, I believe that this event was the well-publicized UFO landing near Belt, Montana, on the evening of March 24, 1967.
- (9) After much delay, our targeting teams were briefed prior to departing the hanger. Our commander told us there had been some UFO activity that had been messing things up. They briefed us on what to do: If we saw a UFO while on the road, we were to report it. If we were at a missile site and saw a UFO, we were supposed to get into the silo and close the personnel hatch. The guard accompanying us would remain outside and report developments to the base via radio. Our team never saw a UFO.
- (10) After the incident, for a period of approximately two weeks, the Combat Targeting Teams received the same "special UFO briefing" prior to each dispatch, during which we were again instructed to report any UFO sightings to the Missile Command Post, and to undertake self-defense measures in the event that a UFO made a nearby appearance while they were performing missile repairs in the field.
- (11) After the Oscar Flight incident, everyone in the missile maintenance squadron had been talking about UFOs. I talked to several people, mostly Security Alert Team guards, who personally witnessed these events. They obviously saw something and were visibly shaken. I remember one guard telling of seeing two small red lights off at a distance. They then began to close-in

toward the missile site. As he was telling me this, the guard broke down and began weeping, so I don't know what happened after that. I thought it best not to pursue the matter further. I never even mentioned it to him later on.

(12) About two weeks later, on the other side of the base—I think it was India Flight—there were some more UFOs reported, and four or five missiles went down. I went to one of the sites and the other teams went to the other ones. As before, I didn't see any UFOs myself. I recall that this incident had occurred during daylight hours.

(13) I have not been paid nor given anything of value to make this statement and it is the truth to the best of my recollection.

Signed: Robert C Jamison

Date: July 1, 2010

Signature witnessed by: Michelle Rae Sillars

Notary: CAUF. ALL-PURPOSE ACKNOWLEDGMENT 7/1/2010

**AFFIDAVIT OF PATRICK McDONOUGH**

- (1) My name is Patrick McDonough
- (2) I was born on
- (3) My address is
- (4) After active duty with the U.S. Air Force (1962-66), I joined the U.S. Naval Reserve, retiring in 2003, as the Navy Intelligence Command Master Chief, Southwest Region.
- (5) In September 1966, I was a USAF Airman 1st Class (A1C), assigned to the 1381st Geodetic Survey Squadron, based at F.E. Warren AFB, Wyoming. During that month, I was on temporary assignment (TDY) at Malmstrom AFB, Montana, acting as Chief of Party, Field Survey Team. The other team members were A1C Al Cramer and A3C Charley Coates.
- (6) Our job was to perform surveying tasks related to the locations of various Minuteman I missile silos (Launch Facilities or LFs) so as to permit the targeting of those missiles. In essence, an ICBM's guidance system needs to know, very precisely, where the missile was launched in the U.S. so that its nuclear warhead can accurately hit its target anywhere in the world.
- (7) During our TDY at Malmstrom, our team had been working on the last 50 missile sites under construction at Malmstrom AFB (operated by the 564th Strategic Missile Squadron) and were jointly-assigned to Site Activation Task Force (SATAF) and the Boeing Corporation, which was the prime construction contractor. Our work was primarily done at night.
- (8) On the date in question, we were completing an astro-azimuth observation at one of the missile sites. At approximately 0130 hours, a UFO came in from due North and stopped directly over the LF. The object was at an approximate altitude of 300 feet. It was disc-shaped and its diameter appeared to be around 30-50 feet. It appeared to have dim lights outlining the disc and a white light emanating from the center. It stayed there approximately 20-30 seconds and, from a dead stop, sped off to the East at a tremendous speed. There was no noise or wind.
- (9) After the UFO departed, we immediately grabbed our gear and sped off from the missile site to return to the town of Conrad, where we were temporarily living. While enroute, we made a high-speed left turn at an unmarked "T" intersection whereupon the brand new Chevrolet truck's both right-side tires blew out and the vehicle flipped upside down. Fortunately, no one was hurt and we walked to a not-so nearby farm house where the Montana Highway Patrol and a tow-truck were called. When the Highway Patrolman arrived, he stated that his dispatch had received over 20 reports from local residents observing a UFO in the vicinity that night.
- (10) Incident Reports (IRs) were filed with SATAF, Boeing, and the State of Montana. Nothing was ever heard from the Air Force about the incident and no retribution or reimbursement was ever requested relating to the destruction of the new truck. It was like the incident had never happened.
- (11) In my IR, I stated that I had worked on the latest missiles and aircraft operated by the U.S. Air Force at that time but had never seen any Air Force aircraft that could perform like this craft.
- (12) I have not been paid nor given anything of value to make this statement and it is the truth to the best of my recollection.

**AFFIDAVIT OF DWYNNE C ARNESON**

- (1) My name is Dwyne C Arneson
- (2) I was born on
- (3) My address is
- (4) I was a member of the U.S. Air Force for 26 years, retiring in 1986, with the rank of Lt. Colonel. My last assignment was at Wright-Patterson Air Force Base, Dayton, Ohio, where I held the position of Director of Logistics.
- (5) In 1967, I was Officer-in-Charge of the Communications Center, 28th Air Division, at Malmstrom Air Force Base, Great Falls, Montana. I was also the Top Secret Control Officer there. Among other duties, I dispatched all of the nuclear launch authentication codes to the Minuteman missile crews.
- (6) On some date that I do not recall, a UFO-related message came through the communications center. While I recall neither the sender nor to whom it was directed, I do recall reading that a UFO was seen near some missile silos and that it had been hovering. The message stated that both the missile crew going on duty and the crew coming off duty saw the UFO just hovering in mid-air. It was described as a metallic, circular object and, from what I understand, the missiles were all shut down immediately thereafter. That is, they went dead. Someone, presumably aboard the UFO, turned those missiles off, so they could not be put in a mode for launching.
- (7) After leaving the Air Force, I went to work for the Boeing Corporation as a computer systems analyst. Boeing is the primary Minuteman missile system contractor. While there, I made the acquaintance of Robert Kaminski, the engineer Boeing assigned to investigate the full-flight (10-missile) shutdown that had occurred at Malmstrom on March 16, 1967. Kaminski told me that no known technical reason could be found for the malfunctions and admitted that there had been reports of UFOs near the missiles at the time they failed. I do not know whether that incident was the same one I read about in the classified message because the available evidence now suggests that at least one other full-flight shutdown occurred at Malmstrom during that month.
- (8) I have not been paid nor given anything of value to make this statement and it is the truth to the best of my recollection.

Signed: Dwyne C. Arneson

Date: JUNE 15, 2010

Signature witnessed by: [Signature]

Notary: \_\_\_\_\_

State of Washington  
County of KING

I certify that this is a true and correct copy of a document in the possession of DWYNNE C ARNESON as of this date.

Dated: 15 JUNE 2010

[Signature]  
Signature

MARK R PETERSON  
(Printed name)

NOTARY  
Title  
My appointment expires 01-12-12

MARK R. PETERSON
STATE OF WASHINGTON
NOTARY PUBLIC
MY COMMISSION EXPIRES
01-12-12