

6700 N US Hwy 23  
Paintsville, KY 41240  
01 Sep 2021

Re: UFO sighting Minot, ND, 1968

October 24, 1968, returning to the Minot AFB area, after a ten hour training mission, as B-52 co-pilot of crew S-06, I Captain Bradford Runyon, Jr. requested landing instructions to Minot AFB. Our flight Jag 31 was requested to check on something at our current altitude of flight level 200. I replied that we have been flying for ten hours and wanted to land, but if it was important, we would comply. Control said it was important enough and I requested a heading to follow. I asked what we were looking for and they replied that we would know it when we saw it.

We proceeded NW at the direction of ground radar and were then advised that they had an object on their ground radar approaching our 1 o'clock position. Our nav team then announced they had an object coming toward us at a very high rate of speed. Radar scope at this time showed the object as filmed stopping off our right wing at about 1 ½ miles distance. Our UHF radios stopped transmitting at this point and remained off although they could receive transmissions. This lasted for about 20 minutes until the object separated from us. I did not have visual contact myself at this time due to weather conditions?, camouflage of the object?, position below or to the rear of my line of sight? We made a right turn over the TACAN and made a TACAN approach to the base. While making the right turn towards the object, it moved to the rear of our plane and was picked up by the tail gunner's radar. When in the "cone of fire", the object dropped back at a very high rate of speed and then reappeared off the left side of the plane. It stayed in position while we were descending to the base and the navigator said that it stopped paralleling us about 12 miles from the base. Our UHF receivers began operating again once this happened.

While approaching the base we were instructed to go back and overfly the UFO. Filming it if possible. Ground control then gave us a heading which put us approximately one mile to the right side of the object. As we came to the end of object we were given a left turn heading just past the end of it. At this time the UHF radio transmitter again became inoperable although we could still receive transmissions. Ground control then directed us in for landing.

While returning to the object I had to run check lists and we were almost to the object when I was first able to observe it. First thing I noticed was a large rectangular opening in the right rear section of the UFO. We were about 1,500 feet above the ground and I could not see over the top of the object, nor could I see the other end from this point.

The main section was dark oblong with no distinguishing features showing until we reached the other end where a large shiny cylinder connected it with a crescent shape part. The crescent shaped appeared to be translucent and lit up the ground. A rendition of the object was presented in ABC's program "Seeing in Believing" with commentator Peter Jennings. Also see my drawings (attached here) of the object to the best of my recollection done for Tom Tulien's "Project Sign" in 2000. He did a thorough investigation during that time including interviews with all crew members and ground personnel. All that Project Blue Book reported was the condition of the stars that night of our event and that it was a "ball of plasma" that we saw flying along with us. If they had investigated at all they would have known that not to be the case.

Early that morning after two hours rest we were debriefed by a general officer who informed us that outer and inner alarms at a missile silo were activated. The perimeter fence was mashed down and a 20 ton concrete lid covering the missile was compromised without any explosive charges being set off. He told us air police on the ground saw the UFO leave the ground and join up with our plane.

As a University of Florida graduate of the school of engineering with 3 years flying experience at the time of the incident, I feel that my observations are valid. After 1968, I served in VietNam as a B-52 co-pilot and later aircraft commander with 118 combat missions.

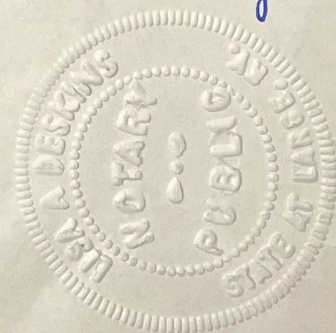
*Bradford Runyon, Jr.*

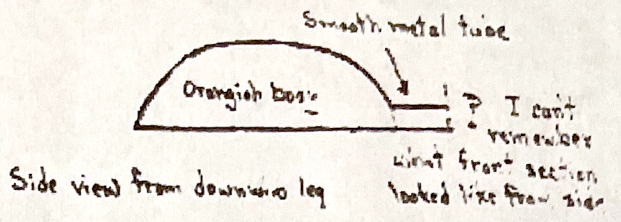
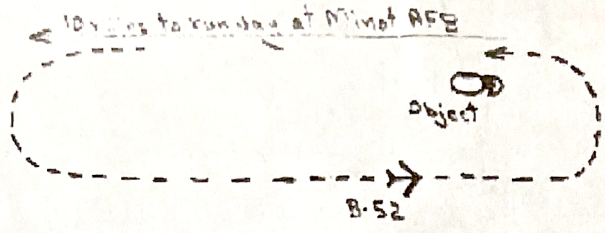
Bradford Runyon, Jr

*State of Kentucky  
County of Johnson*

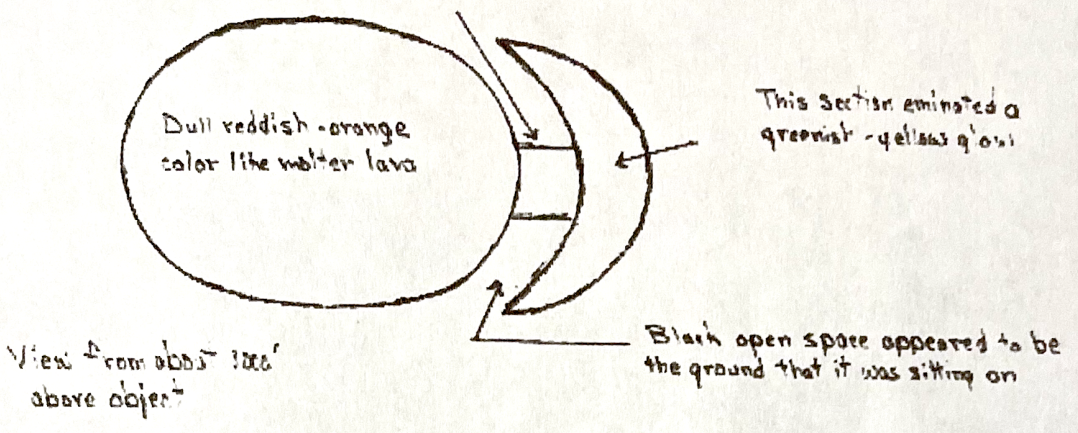
*This record was acknowledged before me on Sept 3, 2021 by  
Bradford Runyon, Jr.*

*Lisa A. Deskins, Notary  
My Commission Expires: 3/2/2022*





Smooth silvery metallic tube-like structure connecting the two sections



\* Drawing by BRADFORD RAY VON. 11/28/00 TAI

