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The only possible means that could be identified by the team involved a situation in which a coupler self test command occurred along with a partial reset within the coupler. This could feasible cause a VRSA 9 and 12 indication. This was also quite remote for all 10 couplers would have to have been partially reset in the same manner. ⁸⁰ (U)

Further studies of this problem will be accomplished at the contractors facility since a full engineering investigation is not feasible at this level. (U)

In the researching of other possibilities, weather was ruled out as a contributing factor in the incident. ⁸¹ (U)

A check with Communication maintenance verified that there was no unusual activity with EWO-1 or EWO-2 at the time of the incident. ⁸² (U)

Rumors of Unidentified Flying Objects (UFO) around the area of Echo Flight during the time of fault were disproven. A Mobile Strike Team, which had checked all November Flight's LF's on the morning of 16 March 67, were questioned and stated that no unusual activity or sightings were observed. ⁸³ (U)

The 801st Radar Squadron, Malmstrom AFB, gave a negative report on any radar or atmospheric interference problems related to Echo Flight. ⁸⁴ (U)

80. Rpt, (S) "Report of Engineering Investigation of Echo Flight Incident, Malmstrom AFB, Mont - 16 Mar 67," by Engineering Investigation Team, 23 Mar 67, p 30.

81. Ibid., p 28.

82. Ibid., p 25.

83. Ibid., p 27.

84. Ibid., p 26.

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