

James Klotz

2-1-1997

Hi James,

I received your package of information on Tuesday January 28, 1997. After reviewing the information it sure revived memories concerning the Malmstrom AFB E-Flight investigation of which I was the Boeing in-house project engineer for the field team investigation. Per your request I have documented my direct involvement as I recall the event and give names and other information not previously covered in my book, "Lying Wonders."

As I previously mentioned to Bob Salas and others, I never submitted a final report from Boeing to the Air Force. A final report was generated but not submitted. This will become clear as you will see in my recollection noted below. The same engineering report you refer to is in all probability in Boeing archives. I'm not sure how to get access to it at this time--however I will make a few suggestions.

Report of E-Flight Incident
by Robert Kaminski

At the time of the incident, I was an engineer in the MIP/CNP (Material Improvement Project/Controlled Numbered Problem) group. This was a Logistics Engineering group. The group was contracted by the Air Force so that Boeing could respond to specific Air Force Minuteman Missiles problems that occurred in the field. The assignments came from the OOAMA Air Material Command. Our group was made up of a small unit of engineers that were knowledgeable of, and had worked on the Minuteman Missile program. The supervisor of the group at the time was a person named Donald Heck.

We were usually notified by our OOAMA Boeing contact (located at Hill AFB) when a request was coming in from the Air Force. Don Peterson, was our Boeing OOAMA contact. The requests came usually in two forms. One was a MIP request that covered a variety of things. These would range from quality problems, corrosion problems or the unavailability of parts needed for maintenance and so forth. The second type was

called a Controlled Numbered Problem. These types requested Boeing engineering support for a particular problem. The E-Flight incident fell into this second type--It was a Controlled Numbered Problem.

I was handed the E-Flight CNP assignment when it arrived by the group supervisor. As the internal Boeing project engineer I arranged meetings necessary with management and technical personnel required to determine a course of action to be taken, in exploring why 10 missiles had suddenly fallen from alert status,--green--to red, with no explanation for it. This was an unusual request and we had no prior similar incident or experience to this kind of anomaly. At the time of the request, no mention was made of an UFO involvement. Meetings were held with parties from Test Engineering, and Systems Engineering along with Logistics who ran the meeting. This project was not classified.

Since this was a field site peculiar incident, a determination was made to send out an investigation team to survey the LCF and the LFs to determine what failures or related incidents could be found to explain the cause. The team was made up of qualified engineers and technicians headed by scientific person who was a glaciologist. There were about 5 persons in all that were sent out. After a week in the field the team returned and pooled their data. At the outset the team quickly noticed a lack of anything that would come close to explain why the event occurred. There were no significant failures, engineering data or findings that would explain how ten missiles were knocked off alert. This indeed turned out to be a rare event and not encountered before. The use of backup power systems and other technical system circuit operational redundancy strongly suggests that this kind of event is virtually impossible once the system was up and running and on line with other LCF's and LF's interconnectivity.

The only thing that even came close to a failure was that a transformer on a commercial power pole down the road from one of the sites was in the process of failing. It exhibited a intermittent transient type of failure that could have generated noise spikes on the power line. This in itself could not have caused the problem at E-Flight. The problem was reported to the local power company who took action to replace the transformer.

The team met with me to report their findings and it was decided that the final report would have nothing significant in it to explain what happened at E-Flight. In other words there was no technical explanation that could explain the

event. The team went off to do the report. Meanwhile I was contacted by our representative at OOAMA (Don Peterson) and told by him that the incident was reported as being a UFO event--That a UFO was seen by some Airmen over the LCF at the time E-Flight went down.

Subsequently, we were notified a few days later, that a stop work order was on the way from OOAMA to stop any further effort on this project. We stopped. We were also told that we were not to submit the final engineering report. This was most unusual since all of our work required review by the customer and the submittal of a final Engineering report to OOAMA.

Days later, I asked our Boeing/OOAMA rep what was going on. His reply to me-- off the record--- was that the LCF capsule jockeys were suspected of causing the problem some-how by something they did to one of the digital racks in the LCF. The Air Force capsule officers apparently were quietly removed from their job as LCF officers. This part of the story can not be verified by me, as it was hearsay.

Other information

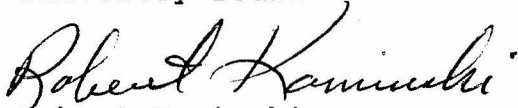
I also know that OOAMA conducted some engineering tests on their own, in their HETF (Hill Engineering Test Facility) at Hill AFB. The results of those tests were not made known to group I worked for. The HETF was a place where OONE-- engineering at Hill AFB did some of their own analysis. Boeing did however have engineering support at Hill AFB and assisted them as requested. Don Peterson our Boeing rep at Hill AFB is probably the key to uncovering this information. Another Boeing person there was Bob Blair.

Other engineering testing was conducted by Boeing at their Network Resolution Analysis (NRA) facility in Seattle. There was probably a report generated on that work and is referred to in the papers you sent me. However, as I recall nothing explained the anomaly at E-Flight. The location of this effort is also probably in Boeing archives. Current Boeing Minuteman personnel may shed light on prior activity.

Don Peterson the Boeing Rep at Hill AFB may have additional leads on who the Airmen were that reported the original UFO story. I never had that information. I would think that Malmstrom AFB is the place where that information resides. I have not talked to Don Peterson for some years but will make an attempt to contact him for you. He may have other leads and personnel names.

Don Peterson is believed to have retired in the Ogden area.
Donald Heck did live in the Juanita area of Lake Washington
several years ago. As I remember key other names I will let
you know.

Sincerely Yours

A handwritten signature in cursive script that reads "Robert Kaminski". The signature is written in dark ink and is positioned above the typed name and address.

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