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The next paper is entitled Science in Default, 22 Years of An Attic with UFO Investigations

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by Dr. James E. McDonald, Senior Physicist, Institute for Atmospheric Physics, and Professor

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of Meteorology, University of Arizona.

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Thank you, Mr. Chairman.

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The AAAS, I think, is to be congratulated for organizing and holding this symposium.

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I fully agree with the remarks that Dr. Sagan made, that there is a scientific obligation

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to examine questions such as that of the unidentified flying objects, an obligation

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of the public, to science itself.

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And as the title of my remarks indicates, my study of the problem leads me to take the

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position that we in science are in default, have been in default, for two decades, for

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failing to close with a problem that created such widespread concern, both here and abroad,

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failing to close with it long ago.

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I want to get across to you the viewpoint that, again, based on my examination problem, that

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it is primarily the failure of scientists to look at this problem closely, and not primarily,

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not primarily, the Air Force mishandling the problem that has left in the limbo that it

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still lies in 1969.

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When I suggest that I regard all 22 years as adding up to inadequate UFO investigations,

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I'm including, quite intentionally, essentially all that has transpired, including the most

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recently conducted economy report.

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If you go back, as I have done in the last three years of checking the problem and look

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carefully at the project sign and its contents and conclusions, if you look carefully at

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what you can get a hold of in project drudge and its conclusions, if you look, as I have

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at Wright-Patterson files, and then go over very carefully the original monthly project

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Blue Book reports and then Project Blue Book report 14, and examine the record as the years

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have gone by, look at it in terms of just ordinary, run-of-the-mill scientific standards of

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investigation, look at it carefully, I think you would have to agree that it is inadequate

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and it has been very superficial.

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Suggestions that the Air Force has put any appreciable talent onto the Air Force problem

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over the years does not match at all what one finds at Blue Book.

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There has not been application of the best scientific facilities available to the United

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States Air Force as press releases have, or will have over and over again suggested.

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That is not the case, even as obvious an organization as Air Force chemistry search labs with its

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substantial talent, only in one very brief period in 1952 or bottom of the picture, and

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again and again Air Force radar cases have failed to be put before the kind of people

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in Air Force organizations that really have the expertise to look at them.

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So contrary to what we in the scientific community were told as the years went by, when you look

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at the nature of the investigations in individual reports, you are quite surprised.

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And my position there is quite quick, it is superficial and it is not competent investigation

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that has gone into Project Blue Book.

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If a lot of time permitted, I would discuss a lot of particular illustrations at that point.

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Time doesn't permit it, I simply put myself clearly on record as describing the problem

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in those terms.

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The fairly large share of Air Force explanations have pretty much fallen in my area of

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interest, atmospheric physics, another broad cut of them goes into astronomy in a fairly

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elementary way, and it was the atmospheric physics problem that got me interested in

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the UFO problem some time ago, and particularly in 1966 I took one myself to get up to

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Wright-Pattison, and my interest in the UFO problem went through a step function change,

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after three days of pouring over the Wright-Pattison files.

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They are astonishing in my opinion.

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Cases that I had never believed that I had heard about are really there, and the

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cases, the documents of which are quite extensive and I want to turn to some of them fairly

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shortly, my encounter with the Wright-Pattison files was one of extremely great

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surprises, so much evidence could be just shoved into the rug for so many years and

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not be put under real light of scientific scrutiny.

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While the years have been by, the reports have continued to come in, the public has

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continued to be puzzled, and due to a sequence of events that occurred in the 65 and 66,

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a new look was finally suggested primarily by the O'Brien Committee, and this

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eventuated as the Conn and Report, and that is the last and undoubtedly the most

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presently relevant part of the 22 years of investigation.

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And to say that again, my study of the Conn and Report, and I've been putting a great deal

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of my time on it for the past nine months, checking many cases that weren't previously

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familiar to me, and going over the Conn and evaluations of those already familiar to me,

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I would have to say there that once again, it is not a thoroughgoing and adequate

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investigation of the UFO problem. The conclusions that Dr. Condon reached in his

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summary analysis that the problem doesn't work, merit further scientific study, I think

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is not at all supported by the contents of the report, as the previous speaker, I believe,

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also suggested. As a matter of fact, of the sample of cases, and I now want to talk about

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the Conn and Report briefly, of the roughly 90 cases that are looked at, approximately

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a third, it's a little difficult to decide in many instances what the final conclusion

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is in specific cases. My tally is that about 32 out of the 89 or 90 cases are in the

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unexplained category. I think that point has to be stressed very aesthetically, and I think

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it's very significant that a major effort amounted by the Air Force and funded with

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substantial amount of money ended up where the approximately a third of all the cases

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that it's considered are not explained in any satisfactory degree. Furthermore, a

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substantial number of the 90 cases are just not interesting cases. Cases that I think

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could explain some investigators would have looked at twice are giving very large amounts

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of attention, quite a few crackpot cases. If there's anything that can be separated out

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easily in the UFO problem, it's the crackpot cases, yet some of them even made their way

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into the final report. Another major objection that I would cite to the Conn and Report is

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that in contrast to what I think many of us expected, a careful confrontation with some

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of the most puzzling historic cases that date back to 47, 48, 49, for example, the Conn

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and Report has very few of the historically most puzzling cases, and some of these are

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left unexplained. Some of the small number of those that do appear in the sample are

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left unexplained. Others are quote explained away with scientific argumentation that I

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think the strongest issue with, and again I will cite some examples.

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There are cases that were investigated that don't appear at all in the report. Level

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in Texas is an example, one that I think a number of us here are familiar with that was

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investigated, but it doesn't appear at all occurred at Redlands, California in early

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1968, in February 4th. I interviewed about eight witnesses. Professors at the University

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of Redlands interviewed about 25. This was a case of a large number of people hearing

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unusual sounds getting out in the street, looking up and from a variety of directions

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00:07:40,000 --> 00:07:46,000

that crudely speaking triangulated moderately well, indicated an object at about a thousand

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00:07:46,000 --> 00:07:51,000

feet elevation ultimately. Early it was about 300 feet. Estimated to be about 50 or 60

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00:07:51,000 --> 00:07:57,000

feet in diameter. When most of the people were looking at it, and all that I interviewed,

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00:07:57,000 --> 00:08:02,000

were watching it, it was making no sound, hovering motionless, was a disc shaped object

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00:08:02,000 --> 00:08:08,000

with a luminous surface around the side of it. It suddenly shot up about two or three

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00:08:08,000 --> 00:08:13,000

times its original height, estimated 300 up to about a thousand, moved off a distance

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00:08:13,000 --> 00:08:18,000

of several blocks seen by still other people. This case, and finally moved off, this case

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00:08:18,000 --> 00:08:23,000

was explained to the Air Force as a small aircraft. There were no aircraft in the area

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00:08:23,000 --> 00:08:28,000

at the time, and the University of Redlands people ascertained. I cite this as an example.

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I have a case, investigated by the County Report, which didn't even get into the report

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at all. But the primary objection that I would make to the common evaluations are scientific.

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And scientific argumentation involved, I think, it leaves a very great deal to be desired

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in terms of discussion of radar cases, meteorological optical phenomena, aeronautical effects and

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00:08:50,000 --> 00:08:57,000

so on. But let me turn next to some specific examples of cases in the County Report that

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come from Air Force files. I'm trying to hit a number of, kill a number of birds, or at

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00:09:01,000 --> 00:09:05,000

least throw stones at the number of birds here, with a minimum number of stones and maximum

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00:09:05,000 --> 00:09:12,000

birds. So I'm going to now discuss four specific cases that, to me, illustrate reasons why one

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00:09:12,000 --> 00:09:16,000

must scientifically say there exists a problem here, that there are unexplained phenomena of

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00:09:16,000 --> 00:09:21,000

serious scientific interest, that illustrate shortcomings of the past level of Air Force

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investigations of the problem, that illustrate shortcomings of the common project investigation

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00:09:28,000 --> 00:09:36,000

or of the final conclusions, and that finally are just plain crying for scientific attention.

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The first case that I want to talk about occurred in 1957, September 19th and 20th of 1957,

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00:09:44,000 --> 00:09:49,000

involves an Air Force RB-47. This is all four of these cases I'm talking about, are

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00:09:49,000 --> 00:09:57,000

non-bend report cases, all four are Air Force related. This case was reported rather casually

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00:09:57,000 --> 00:10:04,000

to the staff of the current project, when a group of Air Force UFO officers were called in for

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00:10:04,000 --> 00:10:10,000

briefing session. One of them, a then major now Colonel Chase, from then now retired, was

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00:10:10,000 --> 00:10:16,000

mentioned briefly, the incident they got tape recordings from him. These were discussed

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00:10:16,000 --> 00:10:23,000

within the project, and the case was particularly discussed for Dr. Cunnan's benefit, but in

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00:10:23,000 --> 00:10:29,000

the Cunnan report, this very intriguing case, rather briefly and very completely, passed

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off to Dr. Cunnan himself in his discussion, does not even mention this particular RB-47 case.

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The RB-47 was coming out of Forbes Air Force Base, a ninth exercise down over the gulf,

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00:10:41,000 --> 00:10:47,000

gunnery and navigation exercises, and then coming in north for ECM exercises against ground radar,

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00:10:47,000 --> 00:10:54,000

simulating enemy penetrations, and using ECM here aboard this RB-47, because it was an ECM

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00:10:54,000 --> 00:11:00,000

equipment plane, it didn't have three, but rather six Air Force officers. The Cunnan investigators

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00:11:00,000 --> 00:11:05,000

stopped when they had contacted three. I eventually located all six, and it was well worth

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00:11:05,000 --> 00:11:10,000

search to get further information on this case. They were flying a little after midnight, early

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00:11:10,000 --> 00:11:16,000

morning hours at around 35,000 feet, at cruising speed of the order of 500 knots, and the incident

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00:11:16,000 --> 00:11:20,000

begins, and you have no information about this in the Cunnan report, the incident begins over

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00:11:20,000 --> 00:11:26,000

Gulfport, Mississippi, when Major McClure, on the number two ECM radar monitor, received a signal

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00:11:26,000 --> 00:11:32,000

from a peculiar location. It was coming in from an apparent position out of the gulf as they were

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00:11:32,000 --> 00:11:38,000

northbound over Gulfport, Mississippi, and a blip on his display scope for the ECM monitor

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00:11:38,000 --> 00:11:45,000

indicated some kind of a radar signal coming in from out on the gulf. That could have been a

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00:11:45,000 --> 00:11:52,000

picket ship of some kind, but as McClure watched, the blip on the scope moved upscope, indicating

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00:11:52,000 --> 00:11:59,000

that it couldn't be out as a stationary object out on the gulf. He thought for a first hypothesis

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00:11:59,000 --> 00:12:06,000

that this was a ground-based radar, perhaps somewhere up in Louisiana or Arkansas, and that it was

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00:12:06,000 --> 00:12:13,000

displaying with 180-degree ambiguity on his ALA-6 display scope, and that whereas it seemed to be

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00:12:13,000 --> 00:12:18,000

going up this way, it was really out there, and their motion was making it move downscope, and the

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00:12:18,000 --> 00:12:23,000

180-degree ambiguity was reversing the signal. He didn't say anything about this to the other man,

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00:12:23,000 --> 00:12:29,000

and didn't even say anything about the signal when a still more startling feature occurred. When it

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00:12:29,000 --> 00:12:34,000

got up to the 12 o'clock position dead ahead, instead of stopping, it went down the other side, and

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00:12:34,000 --> 00:12:41,000

that took out of consideration the possibility that this was any stationary ground signal from a CPS-6B

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00:12:41,000 --> 00:12:48,000

or something like that out in the area ahead, because it had now essentially orbited the B-36. I asked

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00:12:48,000 --> 00:12:54,000

McClure very carefully, and apparently the common investigators did not, what were the detailed

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00:12:54,000 --> 00:12:58,000

characteristics of this signal? And he still, he's now stationed it off at Air Force Base where I

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00:12:58,000 --> 00:13:04,000

located him. He was quite emphatic in saying this in all respects had pulse characteristics, signal

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00:13:04,000 --> 00:13:11,000

characteristics of a fairly standard type of typical ground surveillance radar. It was at 2800

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00:13:11,000 --> 00:13:17,000

megacycles, that's why he got it on his monitor. It was a pulse signal. The pulse characteristics,

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00:13:17,000 --> 00:13:24,000

repetitions, frequency, and so on were entirely similar to ground radar, and he said the strangest

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00:13:24,000 --> 00:13:29,000

thing of all was that it even simulated a scan rate. So a little surprise that when he first found it, he

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00:13:29,000 --> 00:13:36,000

thought it must be a ground radar. I'm not talking here about somebody in an airplane looking at something

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00:13:36,000 --> 00:13:41,000

with radar. It needs to be emphasized that we're talking about a passive direction finding radar

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00:13:41,000 --> 00:13:47,000

monitor that does no more than receive the signal from an enemy radar, get its pulse characteristics

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00:13:47,000 --> 00:13:53,000

or pulse analyzer, and above all get its directions, get directional bearings on it, and that's the type

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00:13:53,000 --> 00:13:59,000

of device I'm talking about here. Well, he still said nothing to the crew about this until the next

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00:13:59,000 --> 00:14:04,000

incident occurred, and this is mentioned in the accounting report, though you have no notion. Again, I'm

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00:14:04,000 --> 00:14:09,000

getting across to you the point that when you read the accounting report, you very frequently can cite many

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00:14:09,000 --> 00:14:13,000

examples, very frequently are getting a most truncated account of the report. You have the impression in

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00:14:13,000 --> 00:14:18,000

reading this account that it all occurred in the general vicinity of Port Worth and a little bit over in

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00:14:18,000 --> 00:14:23,000

Louisiana, but these events that I just cited began in Go Court, Mississippi, and this under den of five

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00:14:23,000 --> 00:14:29,000

phenomenon was with them for 600 miles and one hour instead of being a very localized and brief in commerce,

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00:14:29,000 --> 00:14:36,000

such as one I think would read from the accounting report. They turned westbound over Jackson, Mississippi, and the pilot,

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00:14:36,000 --> 00:14:42,000

Colonel Chase, suddenly got on the intercom announcing the crew they should be prepared for, they seemed

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00:14:42,000 --> 00:14:47,000

sudden to face the maneuver because he thought a jet was closing fast, landing lights on, a bright, white,

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00:14:47,000 --> 00:14:54,000

bright, white, white coming in a little bit above their level, and just before he could put his craft into an

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00:14:54,000 --> 00:15:01,000

evasive turn, the object very suddenly, and Chase's description was a little saltier than that, but briefly it

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00:15:01,000 --> 00:15:06,000

came to the conclusion that in his 20 years of flying with the Air Force, he had never seen anything move as rapidly as

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00:15:06,000 --> 00:15:12,000

this bright luminous source shifted from his 11 o'clock position almost instantaneously, so you could see it move

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00:15:12,000 --> 00:15:19,000

across, but shifted to their two o'clock position and blinked out. So here was a light that came in, a little above

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00:15:19,000 --> 00:15:27,000

35,000 foot B-47 altitude, intensely bright, it was taken to be jet landing lights, but suddenly moved through

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00:15:27,000 --> 00:15:33,000

about 45 or 60 degrees of arc and then blinked out. They got on the, Chase was on the intercom and said something

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00:15:33,000 --> 00:15:39,000

about this light and made some brief comment about maybe it was a flying saucer, and that for the first time led McClear

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00:15:39,000 --> 00:15:44,000

to wonder about whether the incident that I just mentioned a moment ago back over Gulfport might be something a little

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00:15:44,000 --> 00:15:53,000

out of the ordinary beyond the electronic range. And so McClear turned, retuned his ECM monitor to the same frequency

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00:15:53,000 --> 00:16:01,000

on which he had been receiving these radar-like signals from the peculiar orbiting, seemingly orbiting source, and found,

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00:16:01,000 --> 00:16:08,000

again, that he was getting the signal at this position where it had blinked out. It was no longer a luminous source at that position.

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00:16:08,000 --> 00:16:17,000

The ECM monitor, however, did get a strong signal of the same character, 6200 megacenters from that position, and he then reported this to

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00:16:17,000 --> 00:16:25,000

the cockpit crew and pointed out what had happened back over Gulfport. They proceeded to try to, all the usual maneuvers to

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00:16:25,000 --> 00:16:32,000

change speed and so on, but they couldn't shake the source that stayed with them now at the same 2 o'clock position, again indicating

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00:16:32,000 --> 00:16:39,000

it was not any ground-based device because they're moving ahead at 500 knots, had it been a new, and could have been another radar

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00:16:39,000 --> 00:16:45,000

source in the ground, it would have, again, moved down the scope as they advanced forward. It stayed with them.

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00:16:45,000 --> 00:16:53,000

So Colonel Chase contacted Carjolot GCI and asked if there was any traffic there. GCI immediately announced, yes, there's an aircraft

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00:16:53,000 --> 00:17:01,000

10 miles from Uichir at 2 o'clock position. So at this point, the source was not luminous, was emitting radar-like signals, was getting

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00:17:01,000 --> 00:17:09,000

skin paint returned from a radar on the ground, and from this time to the end of the object was being tracked by ground radar,

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00:17:09,000 --> 00:17:17,000

radars, out of GCI Carjot Air Force Base. Shortly after they first got word that it was being tracked on radar from GCI,

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00:17:17,000 --> 00:17:25,000

a passive monitor and GCI simultaneously reported to the cockpit crew, the ground radar by radio and McClure by intercom,

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00:17:25,000 --> 00:17:34,000

that the signal was moving forward. Compatible behavior moving forward, going to the B-36, the B-47, until it got dead ahead at the 12 o'clock

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00:17:34,000 --> 00:17:42,000

position and then suddenly blinked back on with a bright, luminous red light this time, and Chase's description was big as a house.

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00:17:42,000 --> 00:17:50,000

It had been right before, it was now red, dead ahead, so at this juncture in this incident, there are three different physical channels of information coming in,

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00:17:50,000 --> 00:18:00,000

radar skin paint from the ground, ECM monitor receiving electromagnetic radiation in the radar and the radar frequencies from the source,

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00:18:00,000 --> 00:18:08,000

dead ahead, and visual optical frequencies, pilot and copilot. I've talked, as I say, to the copilot as well as the pilot and all four of the other men.

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00:18:08,000 --> 00:18:16,000

They attempted to close, went to full power, couldn't close on, stayed ahead of them. They were by this time moving across eastern Texas and to Fort Worth,

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00:18:16,000 --> 00:18:24,000

that veered northwestward over Fort Worth. They got clearance to, apart from the original flight path, got all of the jet aircraft out of the area

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00:18:24,000 --> 00:18:34,000

and went to maximum power, attempting to close on it, when suddenly it stopped on the GCI radar. The GCI announced it was not moving any longer.

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00:18:34,000 --> 00:18:43,000

Colonel Chase described it as, quite obviously, he was closing rapidly on it, still limiting 2800 megacyclic signal until he nearly got over it,

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00:18:43,000 --> 00:18:50,000

and by that time he veered a little, but it was below his altitude, he stressed, so he was looking at it down at the depression angle,

197

00:18:50,000 --> 00:18:59,000

he put it more than 45 degrees, and suddenly three things happened simultaneously. It blinked out, it disappeared from the ECM monitor, it disappeared from Cargill-GCI.

198

00:18:59,000 --> 00:19:11,000

These are puzzling phenomena. He put the 47 into a strong turn, got it by about mineral wells, Texas, half around, and he and the Coid looking back over the shoulder out of the blister of the 47,

199

00:19:11,000 --> 00:19:19,000

suddenly saw the intensely red light come on, now much below their flight altitude. Simultaneously GCI said it's back on the scope,

200

00:19:19,000 --> 00:19:24,000

and McClure in the back end and Provenzano on another monitor announced it was back on the two monitors.

201

00:19:24,000 --> 00:19:32,000

I should interject the comment that after McClure announced his earlier sighting, they found it on one of the other three ECM monitors,

202

00:19:32,000 --> 00:19:39,000

so they were tracking it on two ECM monitors, and it came back on at the same time that it came back visually and came back on GCI.

203

00:19:39,000 --> 00:19:50,000

Chase got permission to dive on it in the B-47, and shortly before he got to somewhere near its altitude, specifically nearly got to 20,000 feet in his account,

204

00:19:50,000 --> 00:20:02,000

he estimated it to be down at 15,000 feet at this juncture, about estimate. Suddenly it blinked out visually, it disappeared from the GCI ground radar scope and its signal terminated.

205

00:20:02,000 --> 00:20:10,000

He put it into a climb back to 25,000, headed north, being low on fuel at this time, and suddenly it came back on the ECM monitor.

206

00:20:10,000 --> 00:20:19,000

GCI said it's 10 miles after you in tail position. He could not at this juncture see it because of the position of the blister on the B-47.

207

00:20:19,000 --> 00:20:27,000

The unknown source followed them up into Oklahoma and finally disappeared from GCI and from the monitor.

208

00:20:27,000 --> 00:20:36,000

Now, that took about 10 minutes to describe that signal termination, just one UFO incident, but this involves, as you can see, six Air Force officers.

209

00:20:36,000 --> 00:20:46,000

It's a case from the Condon Report files. It is one in that category of unexplained cases, not explained cases in the Condon Report.

210

00:20:46,000 --> 00:20:53,000

There is some toying around with various ideas, but they don't even come near to fitting the phenomena and it is conceited to be unexplained.

211

00:20:53,000 --> 00:21:04,000

And this, I offer you, as an example, just one example of the puzzling phenomena that got through the filter of the Condon investigation without adequate explanation,

212

00:21:04,000 --> 00:21:14,000

and yet, which are essentially ignored in Dr. Condon's final conclusion that there's nothing of further interest in the whole question and we should terminate further attention to the whole thing.

213

00:21:14,000 --> 00:21:39,000

The next case that I take as an example is the Lakinny case. The Dr. Heineck referred to very briefly, but which takes me about six pages of very fine print to discuss at all radical because it's an extremely involved incident.

214

00:21:39,000 --> 00:21:53,000

It occurred in August of 1956 over Eastern England and Suffolk, Lakinny and Bentwaters, our RAF stations. Incidentally, the reader of the Condon Report is not given dates or localities or witness names,

215

00:21:53,000 --> 00:22:02,000

and that makes it fairly difficult for some independent investigators to check it, but in this case, as in a number of others, I have secured the original Blue Book file reports.

216

00:22:02,000 --> 00:22:15,000

I still don't have the names because it is part of Blue Book policy to razor blade out names of all witnesses, and that complicates things a bit, but doesn't preclude recognition of one who has a significant incident.

217

00:22:15,000 --> 00:22:27,000

First of all, one again meets with a very deficient reporting in the Condon Report. Free, quite puzzling radar incidents at Bentwaters, GCA station on the East Coast of England, are not even mentioned in the Condon Report,

218

00:22:27,000 --> 00:22:41,000

but they constitute the beginning of this five hour long episode in which ground visual, airborne visual, ground radar and airborne radar sightings of unidentified moving object sources are

involved.

219

00:22:41,000 --> 00:22:53,000

The initial sightings at Bentwaters on GCA radars involve very high speed tracking, consistent tracking of echoes across the scope. The first one occurred at 9.30 in the evening.

220

00:22:53,000 --> 00:23:10,000

There are internally inconsistent speed estimates given. This is very characteristic of Blue Book reports. It is excruciating to attempt scientific analysis of most of the Blue Book reports because there was never any real follow-up.

221

00:23:10,000 --> 00:23:20,000

Intestines were never clarified by anybody going back to the original witnesses. With rare exceptions, nobody went back to the original witnesses and got the most obvious shortcomings filled in.

222

00:23:20,000 --> 00:23:29,000

So one derives three different speeds for the first radar tracking plotting incident in this case, but they're all about 2,000 miles an hour.

223

00:23:29,000 --> 00:23:38,000

The most likely estimate of all three is the one that the radar operator gives in terms of the spacing of the blips, and that gave 12,000 miles per hour.

224

00:23:38,000 --> 00:23:49,000

These range from four, there are four, nine and 12,000 mile an hour. All for the single sighting, all within the Blue Book report, none of them have discussed further in the report, no evidence of any further cross-check.

225

00:23:49,000 --> 00:24:01,000

But the point here is that on this MPN 11A GCA radar, the object moved from about 40 miles east to about 30 miles west of the GCA, a track right across the radar.

226

00:24:01,000 --> 00:24:16,000

And that began this whole incident. Then there was a second high-speed sighting later on, but in between this, one of the tech sergeants at Bent Waters, these are US, these are American Air Force detachment personnel at an RAF station.

227

00:24:16,000 --> 00:24:25,000

The second of the three sightings involved 12 objects in referray following three targets, I should say, in triangular formation.

228

00:24:25,000 --> 00:24:45,000

They moved across the scope from south to north in a 25-minute period at a speed that varied between 80 and 125 knots, quite unrelated to the wind speed, about a factor of four times greater than the wind speed, and about 90 degrees to the direction at the levels that were estimated, very much lower than the original speed.

229

00:24:45,000 --> 00:24:56,000

And corresponding to no known traffic, at the end of about 25 minutes, all 12 of the scattered targets merged into a single target, and then the target was motionless for 10 minutes on the scope.

230

00:24:56,000 --> 00:25:06,000

Then the single composite target, whose intensity was compared to that of the D-36, moved north a few more miles, stopped again for about 15 minutes, and then moved off scope.

231

00:25:06,000 --> 00:25:16,000

Here we go from multi, from sort of hypersonic speeds, you might say, to very much subsonic speeds of targets that don't correspond to any known traffic.

232

00:25:16,000 --> 00:25:26,000

They merged, they remained motionless, and then moved off the scope. This was followed by a third sighting at high speed from west to east again, up in the multi-thousand range.

233

00:25:27,000 --> 00:25:44,000

It was given as 2,000 or 4,000 miles an hour, moved entirely across the scope, unlike anything in the realm of anomalous propagation, not compatible at all with interference from another station, not comparable to electronic trouble, not moving along a radius or a station, but moving entirely across the scope.

234

00:25:45,000 --> 00:25:50,000

Well, a fourth sighting finally led to some action. None of this led to any major action.

235

00:25:50,000 --> 00:26:01,000

A fourth sighting at about 11 o'clock that night of another high-speed target west to east, finally led to Bentwater's GCA alerting another American detachment at Lakeameth, GCA.

236

00:26:02,000 --> 00:26:19,000

And it's only the subsequent parts of the report that are discussed in the common report, and very sketchily, and in a very disturbing manner, all of the original teletype message from Lakeameth is reproduced verbatim in the common report with A, A1, A2, and so on, and only the answers, no questions.

237

00:26:20,000 --> 00:26:33,000

So the reader who is not already thoroughly familiar with the format of Air Force Regulation 200-2 is given the answers without the questions, and consequently, most people will have a very little notion of what is really going on in this instance and how very puzzling it is.

238

00:26:34,000 --> 00:26:46,000

Shortly after the GCA unit at Lakeameth was alerted, the ground personnel saw an object coming in from the northeast. It stopped. This was a luminous object. All they saw was an intense light.

239

00:26:46,000 --> 00:26:52,000

It stopped and then moved eastbound. From that time on, both radar and visual observers were available.

240

00:26:52,000 --> 00:27:15,000

I should mention one other thing that occurred at Bentwater's. On this last of the four Bentwater sightings, there was a C-47 pilot at 4,000 feet over the field who saw, concurrent with the radar, saw a bright object move below his aircraft from west to east, concurrently a tower operator at GCA at Bentwater's, saw a luminous object move over his altitude.

241

00:27:15,000 --> 00:27:29,000

He estimated a few thousand feet. These were concurrent with the radar observations, and this was the composite sighting at 2255 on August 13th to 56th that led to the alert of another station. They finally got that much action going.

242

00:27:30,000 --> 00:27:36,000

I just mentioned that the Lakeameth personnel saw a luminous object come in, hover motionless, and then move off to the east.

243

00:27:36,000 --> 00:27:47,000

Then two independent radars at different frequencies. One was an air-raw traffic control surveillance radar. The other was a GCA radar at Lakeameth.

244

00:27:47,000 --> 00:28:16,000

I'm not going to describe all of it, but let me just say that for quite some time, they tracked objects, sometimes ones, sometimes subtle, which would move hover motionless, then start out with, and the report emphasizes, with no apparent acceleration, just shift the speeds of the order of 600, 800 miles an hour, move 10 to 20 miles, stop again, and this erratic start, stop, acceleration, deceleration motion was being tracked concurrently.

245

00:28:17,000 --> 00:28:32,000

By two radars at Lakeameth and observed on the ground. Finally, they decided that an interceptor should be scrambled, and a venom was scrambled from the Blue Book reports one finds it was from Water Beach Air-Ground near Cambridge.

246

00:28:32,000 --> 00:28:43,000

The venom was vectored into position on one of the targets being carried by GCA. He saw a luminous source and got a radar return as he moved in under the vector direction.

247

00:28:43,000 --> 00:28:56,000

And this again is significant here. We have three, essentially four channels, if you like, four known channels, two radars on the ground with different radar characteristics, an airborne radar and the venom interceptor and the pilot seeing a luminous object.

248

00:28:56,000 --> 00:29:11,000

The report is unclear whether there were also ground observers seeing this luminous source. But this kind of phenomenon, which does occur, I wish to emphasize, which you do find over and over again in the White Patterson Blue Book files, is the sort of thing that makes me think we've got a scientific problem here.

249

00:29:11,000 --> 00:29:22,000

Suddenly, the pilot reported that he lost the airborne radar return and the light had blinked out. Some of the reminiscent of the B-47 incident that I just occurred and reminiscent of other cases.

250

00:29:22,000 --> 00:29:30,000

He was then vectored to another one of the unknown targets they had been carried. He moved in. This time it didn't disappear from his scope, but a different thing happened.

251

00:29:30,000 --> 00:29:47,000

The very puzzling, Dr. Heineck alluded to it very briefly, the unknown target suddenly, and one of the supporting accounts emphasizes the swiftness of this maneuver, suddenly went from the pursued to the pursuer, went from the head of the venom to the tail position,

252

00:29:47,000 --> 00:30:02,000

and at that juncture, the venom interceptor pilot reported that he was unable to shake it, the five or ten minutes of violent maneuvers, and the unknown target tracked on ground radar following the center interceptor, the venom, until the venom ran out of fuel, had to go back.

253

00:30:02,000 --> 00:30:13,000

The target, the unknown target, followed the venom for some miles and then just stopped, motionless, and the venom went on back to base. They got another venom up in the air, but it never closed with the object.

254

00:30:13,000 --> 00:30:25,000

The radar reports continued until 03.30 in the morning. The account is not very detailed in the remaining part, but they finally lost all unknown targets at Lake and Heath about three and a half hours after they had been alerted.

255

00:30:25,000 --> 00:30:34,000

Okay, there is another single case, which has taken me another ten minutes. I dare say if you discuss, and the point is that this is also left unexplained in the account report.

256

00:30:34,000 --> 00:30:43,000

I kind of quoted the remark about it that perhaps this involved at least one genuine UFO.

257

00:30:43,000 --> 00:30:54,000

The point I make is that here is the kind of thing that has been occurring and has gone into Air Force files without adequate follow-up, without anything resembling any scientific clarification.

258

00:30:54,000 --> 00:31:04,000

Nobody at Air Force Cambridge asked to examine this as far as one can tell from the files. There is a very brief discussion, very unsatisfactory discussion about whether this could have been meteors.

259

00:31:04,000 --> 00:31:18,000

If you recognize the date, it is the date of the pursuits. But the account contains specific comments from the observers that they saw lots of shooting stars and that these targets were not in any way comparable to pursuits, and this is pretty obvious.

260

00:31:18,000 --> 00:31:29,000

In the first instance, it is unexplained in the Air Force files. It is unexplained in the account report. I say it is a part of the phenomenon we're talking about here that demands scientific explanation but has not got.

261

00:31:29,000 --> 00:31:40,000

A third sighting, which I'll have to be very brief about, is an older one from that period of greatest report activity in UFOs 1952.

262

00:31:40,000 --> 00:31:53,000

The Haneda Air Force Base radar visual case of August 5th of 1952 is one of dozens of cases. I actually cited 110 cases when the Connery Project asked me for the kinds of cases that puzzled me.

263

00:31:53,000 --> 00:32:01,000

This was one that I suggested, one that National Investigations Committee and Air Force Phenomenon, and I kept suggested and they did examine in the Connery Report.

264

00:32:01,000 --> 00:32:13,000

And it is finally explained as diffraction from propellant and anomalous propagation. I say, look carefully, not at what is said in the Connery Report because it's about five paragraphs, but look at the Blue Book files.

265

00:32:13,000 --> 00:32:22,000

It's about 25 pages in the Blue Book case file, and you may join me in saying it is a very unusual case of diffraction and anomalous propagation.

266

00:32:22,000 --> 00:32:36,000

Ground observers at Haneda Air Force Base which is near Tokyo reported an intensely blue light. They alerted Shiroy GCI radar about 20 miles away, about 15 minutes later another air base, American Air Units, this is the Korean period,

267

00:32:36,000 --> 00:32:47,000

Tachikawa contacted Haneda and reported that they also were seeing an anonymous target, they didn't say also, they said this was an independent sighting, they asked Haneda if they saw anything.

268

00:32:47,000 --> 00:32:59,000

The lines of sight from Haneda and Tachikawa intersect over North Tokyo Bay, the area where, as I will now point out, ground radar shortly began tracking an object and where airborne radar shortly found an object.

269

00:32:59,000 --> 00:33:14,000

Crossing it very strongly, let me turn next to the radar, Shiroy GCI, which is the nearest ground radar that could be brought into the picture, found stationary targets initially and the ground observers reported primarily stationary objects in this period.

270

00:33:14,000 --> 00:33:43,000

They decided to scramble an F-94 from Johnson Air Force Base, the F-94B got in there, this is an F-94 with airborne radar, two pilots and radar men. Just before the F-94 got into position over North Tokyo Bay, the GCI was tracking a target in starboard orbit of about 3 mile radius, the case file shows the maps of the orbiting pattern.

271

00:33:43,000 --> 00:33:54,000

Starboard orbit, diameter of about 8 miles, speeds varying from about 100 knots to about 300 knots, occasionally stopping the target, which stopped, started again very at speed in starboard orbit.

272

00:33:54,000 --> 00:34:09,000

Second orbit around, they vectored the F-94, giving it position bearings on the unknown. It was vectored at 11 o'clock position, 6000 yards and it actually closed in the target at 10 degrees port and approximately 6 miles.

273

00:34:09,000 --> 00:34:18,000

Very close correspondence, so close that there is no question at all, when you read the case file, that the F-94 was vectored onto the target that was being tracked in the GCI.

274

00:34:18,000 --> 00:34:25,000

I mention this because the counter report suggests that maybe there was never any correspondence between ground radar and airborne radar.

275

00:34:25,000 --> 00:34:36,000

Study of the case file rules this out, I think, incontrovertibly. The F-94 got radar return but never got a lock on, never got it directly locked on.

276

00:34:36,000 --> 00:34:51,000

Almost as soon as the F-94 got it on its APG-33 airborne radar, the target accelerated to the northeast across the scope, the B-scope on the radar, moved rapidly across scope.

277

00:34:51,000 --> 00:35:07,000

The F-94 went into a hard right turn and held radar return on this unknown for a minute and a half as it moved northeastward towards Shiroi and both the F-94 and the target on Shiroi radar until it both moved into the ground clutter pattern.

278

00:35:07,000 --> 00:35:16,000

MTI in use on this CPS-1 radar at Shiroy until it moved into the ground clutter and loosed after 90 seconds.

279

00:35:16,000 --> 00:35:27,000

So here we have an old case that's been in the files for many years, was always regarded as unexplained in the Air Force files, but the counter report explains this as anomalous propagation.

280

00:35:28,000 --> 00:35:48,000

Nothing in this radar history suggests anomalous propagation. A discrete target moving in starboard orbit at speeds of 150 to 300 miles an hour, an airborne radar, a vectored airborne radar return on it, pilot following it, no visual sighting at any time from the ground radar or the F-94.

281

00:35:48,000 --> 00:35:55,000

But that part of it explained as anomalous propagation and the visual sighting at Haneda is explained as diffraction of Capella.

282

00:35:55,000 --> 00:36:11,000

There are about six or eight independent errors of meteorological optics in the diffraction explanation. I discussed these in a lot of detail in my account, but I don't believe it's even worth taking time to spell them out because I want to close with a brief comment about the last of the four illustrative sightings.

283

00:36:11,000 --> 00:36:26,000

It happens to be a case that Dr. Heineck just alluded to very briefly, but my discussion in the notes would take me much longer to cover. I emphasized the sighting at Kurtman Air Force Base in November 4, 1957 for some very different reasons.

284

00:36:26,000 --> 00:36:40,000

I had never heard of this case before. The counter report was published. I was very suspicious of the explanation because the case occurred at night in rain, and the counter explanation is that it's a light aircraft which lost its way and did a turn.

285

00:36:41,000 --> 00:36:51,000

It was a turn below an altitude of 300 feet, then climbed out and went off in the distance. For the more of the counter report claims that it did this turn while hidden from sight behind some buildings.

286

00:36:51,000 --> 00:37:08,000

This occurred at Albuquerque, Kirtland Air Force Base. It was very strange that CA observers would be in a tower and that there would be a block of airspace so large that any aircraft could do a 180 degree turn while hidden behind buildings, and that any pilot still living would do this at night in rain and then climb to 300 feet.

287

00:37:08,000 --> 00:37:23,000

So I began to check the case and I eventually got in touch with both of these witnesses. The first thing that stunned me when I talked to Richard Cacer and Eugene Brink, both of whom are still with the now FAA, is that nobody in the counter report and the counter investigation ever interrogated either witness.

288

00:37:23,000 --> 00:37:34,000

Here is the kind of sighting where you have the sort of witnesses that you most want to get. Trained observers under very favorable conditions. They were on duty in a CAA tower with binoculars looking at this thing, and the counter group didn't even investigate them.

289

00:37:34,000 --> 00:37:39,000

That's true of a number of other counter report cases, including some that are unexplained and some that are explained.

290

00:37:39,000 --> 00:38:03,000

Well, the counter report goes along with the Air Force explanation that this was an aircraft that lost its way, but when I talked to the CA observers, I learned that this luminous thing came down over the runway at runway 2-6 at Kirtland, then diagonal across the runway, leaving the safe runway area, moving across taxiways and over grass and everything else at about 10, 20 foot estimated altitude until it hovered over a B-58 pad and then it was out of the way.

291

00:38:04,000 --> 00:38:18,000

Near the drumhead secure area. In full view, when I emphasize this, of the tower observers, both Brink and Kacer stressed that they got 7-par binoculars on this immediately. It was at a point about 3,000 feet from the tower with 7-par binoculars at a 200 foot equivalent distance.

292

00:38:18,000 --> 00:38:25,000

And their description of it was, it was an egg-shaped object with a light on the bottom, completely unlike any aircraft that they had ever seen.

293

00:38:25,000 --> 00:38:43,000

I'm very emphatic about this. I got the Blue Book Fower Report. It is equally clear on this point. The object covered for a time of approximately a minute, then went eastward and climbed at a speed that both then emphasized to me and to the major from the Air Force base of the Dienisse investigation that it climbed at a rate that was unprecedented in their experience in 1969.

294

00:38:43,000 --> 00:39:01,000

They said it was still, they've never seen anything that compared to this. It disappeared into the overcast, was then tracked by the RAPCON radar, went south about 10 miles, hovered in tidal orbit and then came back and went into tail position behind a C-46 that was leading Curtin Air Force base and disappeared from the scene.

295

00:39:01,000 --> 00:39:26,000

Well, that case, which I have just very briefly described, is considered explained in the CONDOM report. It is so considered without benefit of any contact with either of the two witnesses. The circumstances of the case are so utterly unlike anything described in the CONDOM evaluation that I cite this as an illustration of the very low level of argumentation that I would be able to cite many other examples.

296

00:39:26,000 --> 00:39:42,000

In very brief summary then, I say that we have a problem here that has been ignored. Science is in default for leading in this state for 20 years. Air Force Blue Book investigations in all of the consultants, panels and groups they have brought to bear on it have not closed with the problem in an adequate way.

297

00:39:42,000 --> 00:40:06,000

The phenomena do defy ready explanation. The extraterrestrial hypothesis is the hypothesis which I regard as least unlikely and perhaps most probable. Obviously fraught with all kinds of immediate questions, but when you have looked as I have at hundreds of cases and interviewed as I have about four or five hundred witnesses, you're stuck with a problem that fits no conventional terrestrial explanation.

00:40:06,000 --> 00:40:20,000

And this fascinating possibility that there might in fact be something roughly describable as extraterrestrial surveillance involved in the UFO problem is the possibility, the hypothesis, that I regard most probable.