

THE CHESAPEAKE
CONNECTION

*An Implication of Corporate
Involvement in the
UFO Cover-up*

BY
FORMER MISSION
SPECIALIST WITH NASA

BOB OECHSLER

PART ONE

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T H E C H E S A P E A K E C O N N E C T I O N

An Implication of Corporate Involvement in the UFO Cover-up!

This approximately 200 page study details the History, the Anatomy and the Logic behind the most effective Cover-up in the history of mankind. NASA funded studies conducted by the Brookings Institution established the protocol for withholding and releasing of information related to a face to face contact with an Extraterrestrial Intelligence.

The Chesapeake Connection examines the interlocking connections between the decision makers, the corporations and the institutions charged with the responsibility of educating the public through an elaborate indoctrination program. A program designed to soften the impact on social doctrine, theology and world economic structures. The study takes you inside the National Security issues and reveals the administration concerns over the potential hostilities from "forces from outer space". (President Ronald Reagan, General Assembly - The United Nations, 21 September 1987)

See the evidence of technology collaboration between the United States and the Soviet Union that signaled the End of the Cold War before the Fall of the Berlin Wall. Experience the Indoctrination of America through the subliminal effects of Movies and Television.

THE CHESAPEAKE CONNECTION
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R. Oechsler

Biography Release

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Goddard Space Flight Center
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Who's Who Listings

Who's Who in the East
Who's Who in Finance and Industry
Who's Who in the World
International Book of Honour

Author - The Chesapeake Connection

Contributing Author: **The Gulf Breeze Sightings** - Walters
Wm. Morrow, New York 1990
Alien Liaison - Good
Random Century LTD, London 1991
The UFO Report 1992 - Edited: Good
Sidgwick & Jackson, London 1991

Lecturer: The Franklin Institute, Philadelphia
Speaker: United States Chamber of Commerce

InterNational Television Exposure:

NBC - Unsolved Mysteries
ABC - America's Best Kept Secrets
ABC News - With Science Editor Jules Bergman
CBS - UFOs: The Best Evidence
Syndicated - Now It Can Be Told
Central Television - London
NTV - Tokyo, Japan

Technical Expertise

Photo and Video Analysis
Robotics Field Applications Technologies
Exotic Propulsion Technologies

Research Contact Sources

Central Intelligence Agency (CIA) - Science & Technology
U.S. Naval Intelligence - Director, Naval Ops Air Warfare
Executive Branch - Defense Science Board
National Security Agency (NSA)
Defense Intelligence Agency (DIA)
Air Force Office of Special Investigations (AFOSI)
Defense Advanced Research Products Agency (DARPA)

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T H E C H E S A P E A K E C O N N E C T I O N



Maryland
More Than You Can Imagine

An Implication of Corporate Involvement in the Cover-up!

By B O B O e c h s l e r

with Co-writer

Debby Regimenti

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ABSTRACT

The Chesapeake Connection as detailed in this report is a compilation of investigative research that grew out of immense curiosity. The seeds that germinated the original provocative inquiries had their roots set by the chance discovery of an unusual series of UFO sightings on the western shores of the Chesapeake Bay in Annapolis, Maryland. Standard MUFON field investigations created more questions than answers. What were these strange structured objects doing here in such significant numbers and why did their extensive four hour visits fail to elicit a military response?

The Annapolis Research and Study Group was born out of a burning desire to find the reasons behind these intriguing observations. The shocking discoveries that evolved out of the fruits of our labors continue to unfold almost daily. The intense impact of what our findings reveal may forever change the course of ufological investigations. Is the so called Cover-Up so widespread and so intricately interwoven as to be almost imperceivable?

B O B O E C H S L E R

Bob Oechsler is a former Project Engineer who served as a Mission Specialist at NASA's Goddard Space Flight Center in the mid seventies. He currently serves as Chairman and CEO of Robots Internationale, Incorporated and is listed in Who's Who in the East, Who's Who in Finance and Industry, Who's Who in the World and the International Book of Honor. He has been instrumental in the development of robotic field technologies and specializes in remotely automated mobile and airborne security surveillance systems. Bob was educated at the University of Maryland and lectured at the Franklin Institute in Philadelphia. He was a speaker at the United States Chamber of Commerce and has appeared on the ABC Network with Science Editor Jules Bergman.

Bob has been FCC certified in Broadcasting since 1968 and has hosted numerous broadcast programs on both Television and Radio. He currently hosts a nationwide broadcast on the American Radio Network called "UFOs Today" and has been broadcasting interviews with ufologists and UFO witnesses since 1987. He has been an associate with the Fund for UFO Research since the early 80's and is currently the MUFON State Section Director for Annapolis, Maryland and the surrounding counties.

Bob's involvement in the investigation of the Gulf Breeze photographic sightings case has culminated in the publication of numerous research articles on the peculiarities of Polaroid chemistry and his analysis of the video of the flying UFO was depicted in his appearance on NBC's "Unsolved Mysteries". His investigation of the alleged sighting of a UFO by the crew of the Space Shuttle Discovery will be published upon completion.

In his spare time, Bob performs an electronic ventrilloquist act with the use of life size character robots at conventions and tradeshow in the Baltimore-Washington area and nationwide. He uses his minor in economics to research and invest in commodity futures transactions as a succesful financial hobby. His wife Mary is an accountant and computer programmer with the federal government. They reside with their two children, Daniel 17, and Tracey Lynne 9, in the Annapolis area at 136 Oakwood Road, Edgewater, Maryland 21037.



Space for the 21st century

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T H E C H E S A P E A K E C O N N E C T I O N

An Implication of Corporate Involvement in the Cover-up!

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WESTINGHOUSE

T H E C H E S A P E A K E C O N N E C T I O N

An Implication of Corporate Involvement in the Cover-up!

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CENTREVILLE

THE SOVIET COMPOUND

REMINGTON FARM

THE SHEAFFER WILDLIFE PRESERVE

EASTERN NECK NATIONAL WILDLIFE REFUGE

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T H E E V O L U T I O N

In The Beginning, the Flying Saucer phenomenon became a reality with reported sightings by credible witnesses in the summer of 1947. The reports by Kenneth Arnold on June 24th and United Airlines pilots on July 4th were the focus of media attention and created a shroud around the events in and around Roswell, New Mexico beginning on July 2nd. The sightings there and reports of a crash nearby set the stage for the evolution of a cover-up.

S t a g e O n e

The realization by military officials that the crash remains were in fact debris from one of those mysterious flying disks was evidence enough to issue an order of secrecy in the interests of national security. Was it the product of a failure of some experimental project of ours? Could it be German or Soviet or Chinese? Whatever the source, we would not want anyone to know that we had recovered the remains. Many questions would have to be answered. What caused the crash? Were there identifiable bodies subsequently recovered? Were they human?

The investigation begins as top military officials caucus to delineate the options. The White House must be notified. Top military specialists are called in to identify components, materiel construction, and determine a power and propulsion source. Medical Officers are required to identify any biological remains. Radiation and other detection equipment and experts would be needed not only to test the debris, but to scan the crash site.

Exhausting all available internal military resources, outside help would be needed. In the event that unidentifiable humanoid remains were recovered, top medical and anthropological scientists would be required for extensive forensic pathology. Top research institutions and universities would be canvassed to recruit the best medical specialists, the best chemical specialists, and the most respected experts in the physics disciplines. A specialized security team would be needed to brief and debrief the research effort and report to central management.

S t a g e T w o

Contact is made, and with it the removal of all doubt about the non-human origin of the discoveries. Perhaps a preliminary understanding is reached between the parties involved.

By 1952 it is obvious to the central crisis management team, that social impact tests are necessary in order to update existing historical models based on the impact of the hysterical effects of the Orson Welles 1938 broadcast of H.G. Wells' "The War of the Worlds". There could be no second guessing. Official Public disclosure would be irreversible. At this time, no economic impact of disclosure would likely be apparent. Disclosure during the transition of the presidency would be untenable.

By 1954 the stage was set for controlled testing of the waters of public reaction. The most viable option chosen was the selection of representatives of society brought in for controlled experiments involving exposure to the extraterrestrial culture.

These selected few individuals would be monitored to offer a glimpse of the reactions to be expected among differing factions within the society. Typical selections might include an esoteric journalist, a major media journalist, a theologian, and a retired public policy official with an expertise in cattle breeding. Such a selection could offer such a pragmatic review by virtue of their individual and collective reactions.

By 1958 more sophisticated studies are required to determine a methodology for public disclosure, based on a thorough analysis of historical solutions to dramatic confrontations. Studies would be commissioned under the guise of an infant space program to address the effects of the discovery, with a protocol to focus on a modern solution to avoid social apocalypse.

S t a g e T h r e e

The extraterrestrial visitors requiring some kind of biological food source, determine cattle to be a viable commodity. Perhaps a genetically specialized breed is required to obtain the needed nutrients in a processable form. Specialized genetic breeding experiments are conducted through federal and private grant foundations and institutions. An agreement is reached with the extraterrestrials to supply the specialized food source in exchange for certain technological assistance. Mutilations occur in the interim and continue to proliferate despite the support program. An increased extraterrestrial population could further tax the effort.

S t a g e F o u r

Economic impact studies reveal a significant effect on fossil fuel industries upon disclosure of the existence of a revolutionary energy efficient power source, a product of extraterrestrial craft technologies. Other technological disclosures would impact greatly on financial markets related to precious metal and element compounds. Abrupt public disclosure could have a cataclysmic effect on institutional scientific education which could result in total obsolescence of basic tenets.

T H E F I N A L E Q U A T I O N

Use subliminal media to acclimate the society to the surrealistic phenomenon. Monitor the metered releases of information to the general public, while maintaining an official policy of denial.

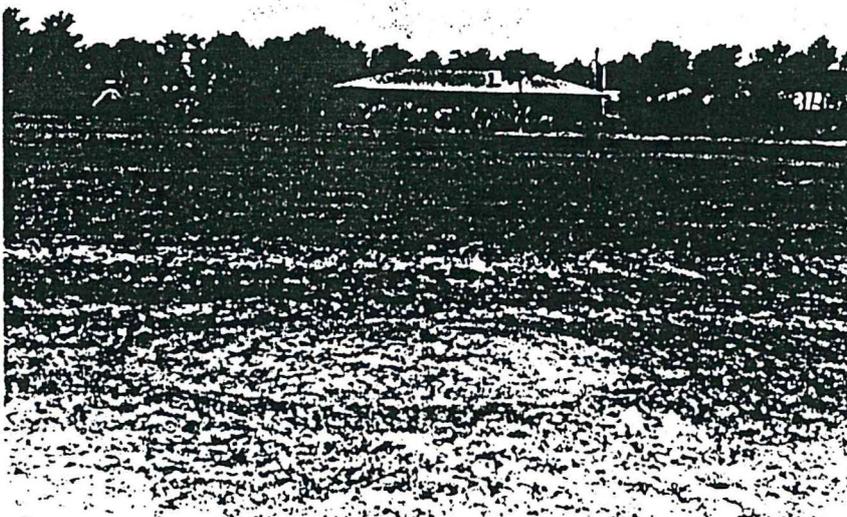
Develop and incorporate the new technologies in a controlled evolution cycle. Appropriate "black" budgetary financing and encourage overt corporate and institutional discretionary financing for specified programs.

Maintain a program of disinformation for the purpose of controlling the acceptance factor. Discredit unplanned leaks and discoveries by special interest groups. Develop a covert plan for rapid response to uncontrolled disclosure events perpetrated by the extraterrestrials. Develop an emergency defense to counter unexpected extraterrestrial aggression.

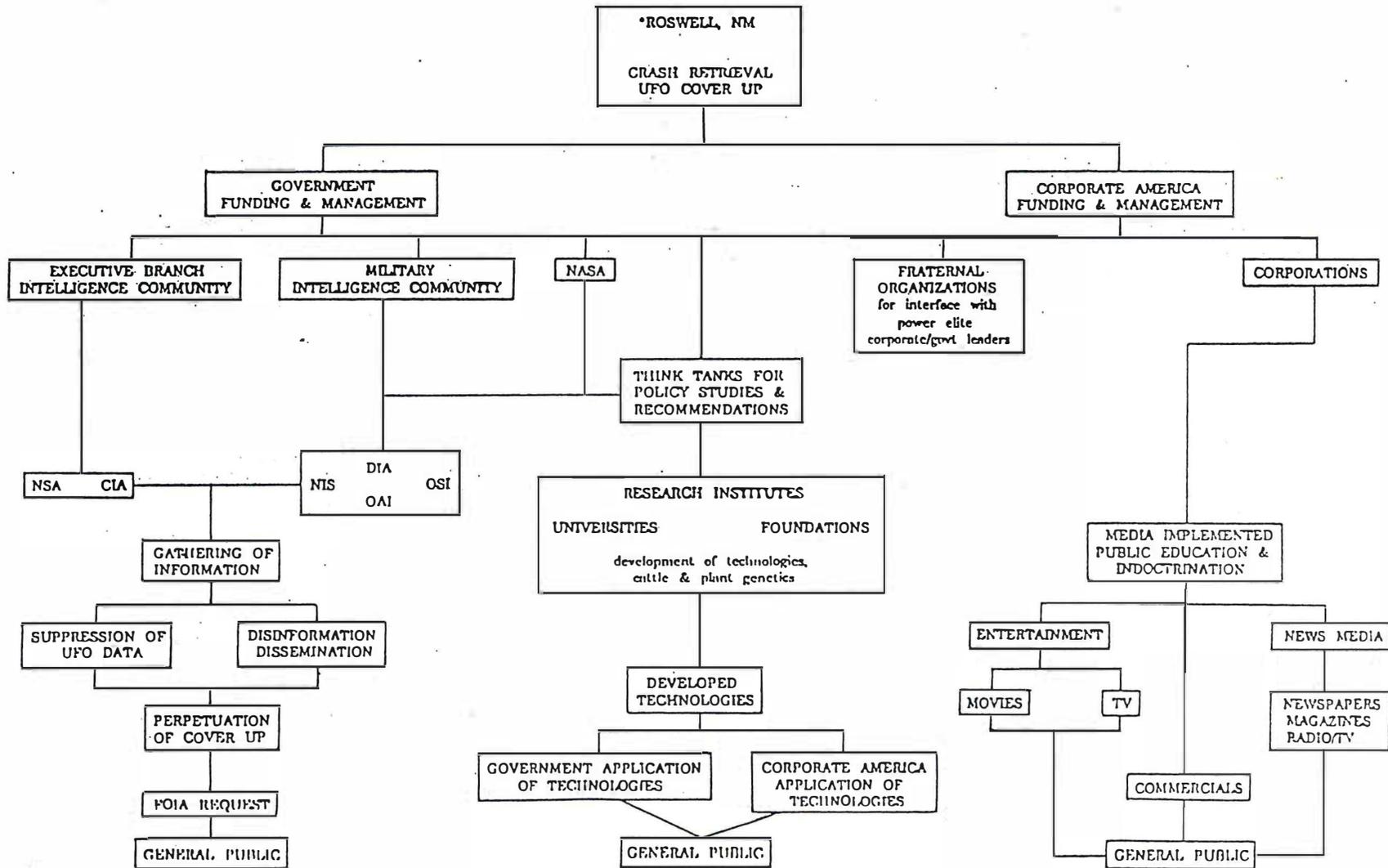
Promote mutual global understanding and encourage programs that lessen the fundamental differences between earth cultures.

Develop a worldwide equal access communications network to permit real-time audio visual contact. Encourage westernized adaptations of freedom of thought to facilitate the acceptance of a surrealistic phenomenon and lessen the subservient reaction expected from less developed cultures. The China initiative devised by Henry Kissinger and President Nixon, President Carter's Camp David Accord, Mikhail Gorbachev's Glastnost Policy, and The Nobel Prize going to the United Nations Peace Keeping Forces evidence the success of such a doctrine.

The extraterrestrial agenda in the dissolution of the cover-up involves a more visible profile by exposing the reality of their physical existence. The exposure must be explicitly calculated in order to allow plausible deniability, yet conclusive enough to validate and document. Visual and physical evidence in the Gulf Breeze, Florida sightings clearly point out their intricate capabilities of accomplishing such a task.



A N A T O M Y O F A C O V E R - U P



*ROSWELL UFO CRASH REPRESENTS 1st MAJOR PUBLIC RELATIONS PROBLEM
AND EFFORT FOR GOVERNMENT/MILITARY INFORMATION MANIPULATION

A N A T O M Y O F A C O V E R - U P

How The Flow Chart Works

The Annapolis Research and Study Group has prepared a flow chart to provide an easier understanding of how we feel the cover-up works. The Roswell, New Mexico crash in 1947 represents the first major public relations problem regarding the flying disc phenomena. From that point it became necessary to do two things regarding the cover-up, finance it and administer it. The United States government and Corporate America divides these responsibilities.

On the government side the infant space program, which later became the National Aeronautics and Space Administration channels data to and from "think tanks", which develop policy and provide recommendations. The public relations oriented NASA aligns space exploration advances with precisely what studies indicate are the average national levels of understanding and interest.

On the corporate side, fraternal organizations provide the setting for the power elite to interface. The corporations also channel data to the "think tanks", whose policy studies determine the focus of the various research institutes. These research and development institutes and laboratories are equipped to derive and develop any available alien technologies and data obtained from crash retrieval operations including biological remains. They also could develop the technologies obtained from a possible ongoing inter-action with extraterrestrial beings. The end result is that these technologies benefit the general public in many ways.

On the Government side, both the Executive and Military branches provide intelligence services. These various agencies are charged with the responsibility of gathering information. After the information is obtained, it is either suppressed or disinformation is disseminated by various methods. The result is that the cover-up is perpetuated. FOIA requests are substantially "blacked out" for reasons of national security and the general public is denied virtually all access to any definitive verifiable data.

Americans with their ravenous consumer appetites easily succumb to the manipulations of the powerful corporate element. Public opinion and the perception of concepts are the product of repetitious exposure to mass media, easily manipulated by the corporate controllers. Through a variety of mass media, especially movies and television specials, we are slowly being acclimated to the prospect of an extraterrestrial presence. The news media, print and broadcast, have become another viable avenue for information and disinformation as the public debates the existence of the issue. Currently the favored sensitization technique is through the use of television commercials. It's all part of a means to an end. The eventual result is a gradual growing of public awareness of the physical reality of the phenomenon. The best way of avoiding culture shock from massive changes resulting from any societal phenomenon or scientific breakthrough is to take it one step at a time.

O U R R E S E A R C H P R O T O C O L

Statement of Methodology

Desiring to present a unique and exciting body of research, our group wanted the data to be as accurate as possible. Verification of data became standard procedure each time we uncovered an event or individual or place of interest. Acquainting ourselves with numerous methods of validating our information, we developed our own system of checks and balances in order to avoid errors and duplication of effort that so often complicates research projects even with a small team. Most of the information contained in **THE CHESAPEAKE CONNECTION** is based upon documented public record. There are some cases where we have indulged in a form of informed speculation. Whenever possible we have included a selection of maps, photographs and newsclippings gathered from a variety of sources. The flow chart, **Anatomy of a Cover-up**, represents the collective group input regarding how we think the cover-up currently works.

Public record documentation was invaluable. Comparing a tax office plat map with many of the sites offered more than one surprise and served to verify ownership. Further documentation was retrieved from deed offices. Public records offices in Queen Anne's County and Talbot County were most frequently accessed.

In order to gather data on older events, group members visited the dusty "morgues" of the **CAPITAL** in Annapolis and the **QUEEN ANNE'S COUNTY RECORD OBSERVER** in Centreville. For current stories we relied on a comprehensive scanning of a variety of daily newspapers including **THE NEW YORK TIMES**, **THE CAPITAL**, **USA TODAY**, **THE WASHINGTON POST**, **THE WASHINGTON TIMES**, **THE BALTIMORE**

SUN and other smaller circulation dailies. News magazines such as TIME and NEWSWEEK were monitored. Additionally some specialized or technical literature and magazines were reviewed including FORBES, FORTUNE, AIR & SPACE, and NATIONAL GEOGRAPHIC to a name few. Other working papers and government scientific documents were supplied for technical review by Larry Bryant with our most gracious appreciation. All derived clippings and source documents were placed in chronological order and have been incorporated into our project library maintained by Bob Oechsler and Debby Regimenti.

Hundreds of hours were spent in a variety of libraries. We accessed among others the Enoch Pratt Library and Towson Library in Baltimore, many Anne Arundel County Libraries, the United States Naval Academy Library, the State of Maryland Law Library, the University of Maryland Library, the University of Delaware Library, the Brookings Institution Library, and the Maryland State Archives. A complete biography of persons named in the CHESAPEAKE CONNECTION is being maintained.

Field work involving on-site investigations was undertaken by all group members. For more than a year group members have been keeping calendars, making notes, taking pictures, making video tapes and observing. MUFON investigations were headed by Bob Oechsler and Ed Weibe and conducted with the assistance of all MUFON group members. Countless trips across the Bay Bridge have yielded a rich harvest of locations and events here-to-fore unconnected by public scrutiny. Sometimes we became bold and ignored posted warnings in an effort to photograph or verify something we had observed. Such risks often proved quite

fruitful. Aerial video taping and photography undertaken by Bob Oechsler, as part of the group effort, was invaluable as a means of discovery and verification. Good timing and blind luck became our mainstay.

Dozens of interviews were conducted in person and by telephone. Recordings were made when permitted and occasionally surreptitiously. Results of these conversations were often surprising and served to open many more doors and occasionally close a few. Policeman, public officials, realtors, residents, site personnel, experts, pilots, neighbors, witnesses and many others were interviewed during our research. Some are named in this report, pseudonyms have been used when requested.

Ultimately we decided to begin a letter writing campaign. A few individuals whose names or corporations figured prominently and provocatively in our research were chosen. The letters were individually tailored. Specific and sometimes pointed questions were submitted for response. As proof of their receipt, we obtained signed return receipts. The letters and replies to date are included in this report. More letters are planned and a current file maintained. We provided selected individuals with an opportunity to confirm or deny our findings. In some cases a line of communication and continuing correspondence resulted from our initial contacts. We sought to introduce our group and project to certain individuals. We hope this continuing effort will help to further define our investigative findings.

The data base for the CHESAPEAKE CONNECTION is massive. Group members constantly update and revise information. Our perspective remains one of outsiders looking in on a COVER-UP!

UFO sightings reported around Bay Bridge

By JANE THOMPSON
Staff Writer

At least a dozen Anne Arundel County residents have reported seeing UFOs over the Bay Bridge on two separate occasions, according to an Edgewater researcher investigating the sightings.

"We don't have data from all of them because some of the people can't remember exactly what sight it was that they saw them," Orskoff said.

County police and the U.S. Coast Guard, however, have not received any reports of sightings, according to spokeswoman Debra Cook Orskoff.

Orskoff, who heads a local radio program twice a month on UFO reports, said the sightings probably were not reported to police because the witnesses fear being laughed at or labeled lunatics.

"The only way I heard about them was because one of the witnesses told a coworker who is a mutual friend," he said. After he found the first witness, Orskoff said he discovered several more from the same neighborhood.

large and bright, Orskoff said. He would not describe them in further detail because he doesn't in telephone reports made by others.

"It's difficult to believe subsequent reports are valid after that," he said. "If you give a complete account of what someone saw, you'll get hundreds of calls from people saying they saw the exact same thing."

The sightings are the latest in a series of sightings that have been reported in the area of the bridge for more than two nights and that they will return to and other WUFO members plan to try to photograph the objects.

Orskoff said he will release photo reports that were taken by some of the witnesses after he receives some more reports.

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Subway	268-8000
Classified	268-7000
Circulation	268-8000
Newsroom	268-8000

The Capital

Tomorrow's forecast
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ANNAPOLIS, MARYLAND, MONDAY, APRIL 11, 1988

25 Cents

INTRODUCTION

Most investigators and researchers absorbed in the compelling study of the phenomenon known as Unidentified Flying Objects tend to focus on the burden of proving the veracity of individual sighting claims. A few cases provide enough data from multiple events to allow speculation as to the purpose behind the unusual intrusions. The sightings and ensuing investigation of the UFO activity around the Chesapeake Bay Bridge left us with a sense of bewilderment. The research effort that followed and the discoveries that effort brought forth can best be described by a bumper sticker handed out at the bridge toll booth. **MARYLAND, More Than You Can Imagine.**

The Chesapeake Connection is based upon extensive research and documentation which provides compelling evidence to substantiate the following claims.

Unidentified Flying Objects exist and their technology and the obvious intelligence behind them present a real and far reaching concern.

Individuals and groups, both in the private sector and government sector, responded to such knowledge by imposing a justifiable cover-up which still exists today.

Our advanced defense technology programs do not appear to be directed at a traditional enemy. The evidence simply doesn't support it. The focus setting is extraterrestrial.

The official policy of secrecy was no doubt a complex reactionary decision based on a sense of urgency and ignorance of the phenomenon. The public relations nightmare that followed the implementation of the policy gave a glimpse of how enormous the problems can be and how difficult it can be to catch everything before it gets away.

An organizational structure such as the reported MJ-12 group would without question be required to administer a program of calculated secrecy. The control group would need a method of financing this undertaking, especially when outside research and technology became involved. An effective cover-up of this magnitude, stretching back through over forty years of American history, including the development and dissemination of technologies derived from this phenomenon must have required the cooperation of the corporate sector and the support of underlying foundations and research institutions, either wittingly or unwittingly.

The government is often inept at conspiracy, look at Watergate and the Iran-Contra affairs. Going outside the focus of government makes a lot of sense if you have the cooperation of the private corporate sector where secrecy in technology is the norm. Until recently public scrutiny was much less focused on the corporate involvement in government. As our research became oriented toward investigating the government activities around the sightings area, we developed a basic questionnaire in order to begin to draw parameters around the bits and pieces of information that was coming in daily. The overall thesis was based on the absence of any evidence of the abduction aspect we

had come to expect from UFO activity in general case history. Here in the Bay Bridge Sightings cases we were looking for technological or military exercises that might be attracting extraterrestrial attention.

The scope of the questionnaire included the following. Who in the private sector, corporate or institutional, was and is in a position to help? What are the technological revolutions taking place today that might have roots in the discoveries made from crashed flying saucers? What is the trade-off between the government and corporations? Can we find a link between the events in the Chesapeake Bay and people who could have knowledge of alien craft, an extraterrestrial culture, and/or the derived technologies and all of the problems that might have been encountered. What evidence can be found that might suggest an arena for intellectual inter-action among the corporate and government power elite, a location where the power elite could meet to develop policy, a place where ethics might be discussed and decisions made? Was there a facility, perhaps the rumored "Country Club", located somewhere on Maryland's Eastern Shore where these activities could be conducted in relative isolation, but within close range of Washington, D.C. and the Pentagon?

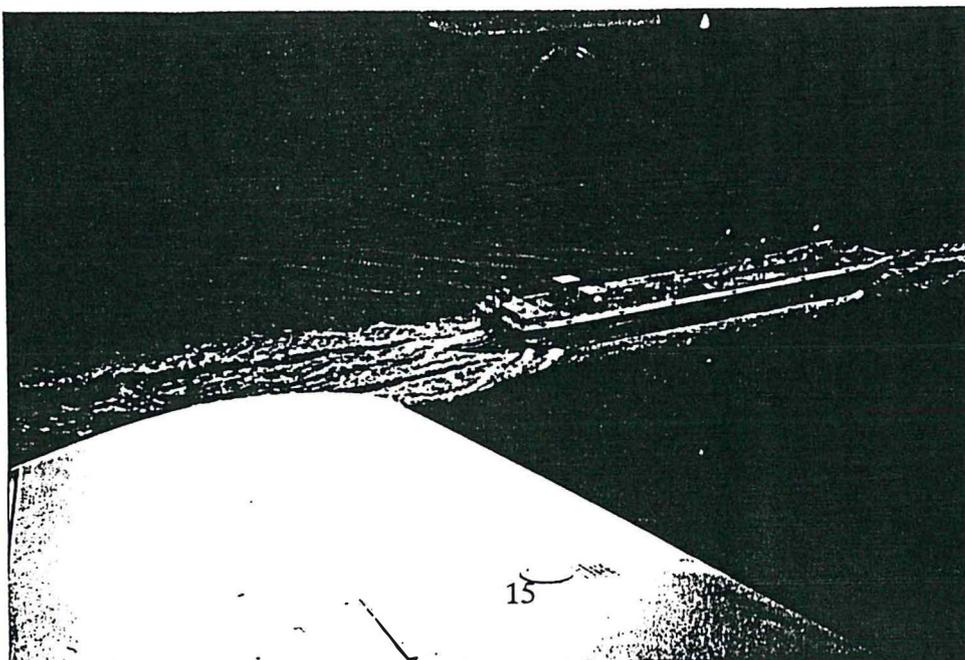
The Annapolis Research and Study Group

We began as a group of people interested in the UFO phenomenon who met at an Annapolis lecture given by Stanton T. Friedman and expanded to about twenty members within two months. Our group became an active network of observers and researchers and we found ourselves in the middle of extraordinary events.

Besides the regular sighting reports and investigations, there was an endless parade of helicopter activity, controversial Navy Experimental Testing, and constant upgrading of security at corporate owned and operated government contracting facilities in the area.

The Chesapeake Connection presents a body of evidence which links events in Maryland's Chesapeake Bay region to an on-going cover-up. This cover-up has led to a reordering of defense priorities, an intensification of defense technology, and a pooling of financial and intellectual resources by corporate leaders. The evidence suggests a national security interest and reveals a strategic Soviet presence.

Some of the evidence clearly suggests an interaction between an extraterrestrial culture and the power elite of the United States of America. Recent evidence of hazardous technological experimentation being conducted in the Chesapeake Bay suggests an erosion in that relationship. The atmosphere is not one of doom or gloom, but a concerted effort is being made to get a grasp on a highly secretive technology.



C O N F R O N T I N G T H E P L A Y E R S

Personal Diary Excerpt
BoB Oechsler

"One of the attributes I admire most about good investigative journalists is their penchant for going right to the top. The problem they face however is one of advance preparation on the part of their target. Catching a top ranked official by surprise is a luxury reserved for us less recognized detectives.

On May 13, 1988 I had the unique opportunity for a short private encounter with retired Admiral Bobby Ray Inman. Knowing that Admiral Inman looms large in the eyes of many ufologists as a clandestine present day player of the phenomenon, it was essential under the circumstances to at least get his reaction to something relating to UFOs. He had just completed a keynote address on the occasion of the opening of the new University of Maryland Science and Technology Center. It was an outdoors function in as much as most of the facility requires a security clearance for access. Standing outside the speakers tent, I waited for the admiral to bid his farewells and depart. Surprised to see him break away alone and heading in my direction, I quickly fumbled for a business card. Realizing that my encounter would be brief, I said "Excuse me Admiral". As he politely stopped to address me, I handed him my business card which detailed my robotics expertise in mobilized security surveillance systems. Continuing, "I would be deeply appreciative, if at some point, you'd have someone contact me about how I can get closer to MJ-12." He studied my business card for a few

moments, then looked me square in the eyes and with a partial but knowing nod, smiled discretely as he placed my business card neatly in the inside breast pocket of his jacket and said in a distinctive Texas drawl, "Okay". We shook hands and he quickly departed for the parking lot, leaving me with the convincing impression that he knew precise details about the nature of my referenced inquiry.

Should he have known? Could he be involved in some way? His background certainly suggests that he should have known and if he wasn't involved, he should be. As the former deputy director of the CIA, director of both the National Security Agency and Naval Intelligence, he was in a position to establish his mark on policy decisions. As the CEO of MCC he controlled the direction of government technology and had more financing authority than any technologist ever dreamed possible. His current private concern, Westmark Systems Inc., is one of the most unique microelectronics firms in existence. As a Trustee on the Board of the Brookings Institution, he can influence the thought process and direction of studies on Humanistic Affairs. He has been a long time member of the Council on Foreign Relations adding more depth to an already impressive background. I can think of no other individual in the entire United States of America more qualified to manage the most important covert operation in the history of mankind. He has the management, intelligence and technological background to get the job done. What sets him apart from any other potential candidate is the fact that he has inconspicuous access to all of this nation's resources.

When I first learned of Admiral Inman's selection as the keynote speaker for the technology center event, it didn't occur to me that his selection might create a problem in political etiquette. During the course of his remarks, I noted the presence of Congressman Tom McMillen, a member of the House Science and Technology Committee, and the ever present Governor of Maryland, William Donald Schaefer, two notables passed over in favor of Admiral Inman.

The new Technology Center itself presented additional intrigue when viewed from the perspective of our later research. Many of the same corporate facilities and institutions uncovered in our research showed a remarkable amount of contractual involvement with the University of Maryland. In preparation for my personal involvement with the center, I visited the site a few days before the ceremonies. On my first visit, I got lost on the 466 acre complex which was under construction and happened on to an area of the facility where the security was unobtrusive but effective. After parking my car beyond the security fence and walking up to the main building under construction, I was confronted by two men in black business suits and sunglasses. Both exposed concealed weapons and escorted me off of that part of the complex. Further investigation revealed that I had inadvertently approached the new federal government supercomputing research center, one of many top secret and highly secure facilities within the complex."

Was there a precedence for top military leaders to be involved in policy making decisions affecting the general public as it relates to the extraterrestrial phenomenon? Consider the

remarks of General Douglas MacArthur as published in the October 9, 1955 edition of the New York Times, "The nations of the world will have to unite, for the next war will be an interplanetary war. The nations of the earth must someday make a common front against attack by people from other planets." And then in 1962 addressing the West Point Military Academy, he said, "We speak in terms of harnessing the cosmic energy, of ultimate conflict between a united human race and the sinister forces of some other planetary galaxy."

As our research continued, many of the players showed potential for involvement in the ever more obvious cover-up. The more connections we found between certain individuals and corporations and institutions, the more inclined we were to track them down for comment. In most cases it was reasonably clear that the individual was more an unwitting participant than a covert specialist. Some of them however were clearly misleading us and on occasion we were able to catch them on the record with an outright lie. As a result of the tenuous legal position this paper represents, we have cryptically omitted direct reference to some of the names of individuals and institutions. A thorough review of the references will provide enough clues to fill in the blanks.



Admiral Bobby R. Inman, Deputy Director of Central Intelligence, arriving to testify before the Senate Intelligence Committee in July 1981. [AP/Wide World Photos]

T H E R E S E A R C H A N D I N V E S T I G A T I O N

Our discoveries began with the UFO sightings around the Chesapeake Bay region with its magnificent shorelines, the largest estuary system in the United States, renown for its shellfish industry and considered the sailing capital of the world. Our research led us eventually to the arid mountains and plains of America's southwest. In the interest of historical chronology as it relates to known cover-up activities, our focus begins in 1947.

R o s w e l l , N e w M e x i c o

The summer of 1947 was indeed an active one for New Mexico with ample evidence of flying saucer crashes and the recovery of non-human humanoids, some possibly surviving for a period of time. THE ROSWELL INCIDENT and the MJ-12 briefing documents suggest significant activity in this arena. The support and transport requirements have been the subject of in-depth research. The use of the nation's railway system was probably used for transport of wreckage and/or bodies from the Socorro/Magdalena area to Muroc (Edwards AFB, California), The Jim Harber Story that follows details another New Mexico saucer railway transport in 1949. Immediate holding facilities would most likely have been the initial concern prior to longer distance transport.

The Roswell Army Air Field which had chronicled involvement in the retrieval operations no doubt were forced to act quickly once the orders for secrecy were issued. They may have needed a friend, someone with whom they had dealings and could trust,

someone who was nearby. That someone may well have been one of the most influential and powerful corporate controllers of the region. At the time he was a thirty year old prosperous oil man. His Who's Who biography doesn't state military service, perhaps he offered other patriotic aid. He arrived in Roswell from Chicago several years earlier and tapped into the rich Permian Basin to support the oil refinery he purchased in nearby Artesia. During the war years he supplied gas and oil to the numerous military posts that sprang up in the southwest. He also supplied the diesel fuel for the bomb projects at Los Alamos.

He might have known Dr. Edward Teller. Teller and the oil man may have known each other earlier at the University of Chicago, where the oil man studied geology and economics and Teller built the atomic bomb. Today, Teller is mentioned as a possible participant in the cover-up.

Our oil man who was honored in a 1986 edition of Fortune Magazine, was at one time the largest land holder in the United States with massive holdings in New Mexico and Texas. He was aligned with the U.S. military when the government took over one million acres of land in New Mexico in 1945. It is possible that holdings of the oil man's were involved. In an attempt to verify this connection we called the White Sands Missile Range. Historian Bill Gross stated that he thought the same oil man may have been an original owner of part of the Missile Range lands, originally White Sands Proving Grounds. It was there that our earliest bombs were detonated and subsequently became the site of the famous Trinity Project.

The events at White Sands may also have attracted the attention of an extraterrestrial culture. When "Mac" Brazel went into town on July 7, 1947 he heard stories about "flying saucers" in the Roswell area. That was when he began to wonder about the explosion he heard out on the J.B. Foster ranch several days earlier that he had discounted as an electrical storm.

Perhaps the oil man was contacted for assistance, perhaps even some of his own land had to be searched and sealed off, or perhaps he had heard of the events and called on his friends at the Roswell Army Air Field, becoming involved in that fashion. He is described by those who have had contact with him as a progressive thinker. If he was involved in some way, then he and everyone else probably thought that their efforts would tighten the screws only temporarily. In any case, when we contacted him by certified mail, he was either unable or unwilling to confirm any knowledge or involvement. Undaunted, we continued to investigate his endeavors.

If indeed the New Mexico crash retrieval operations involved an extraterrestrial craft and it was not remotely operated, then what might have happened to the occupants? Since field operations would be inappropriate, were there any facilities nearby that could provide the pathology needed for analysis? Maybe they were sent to a well known government subsidized research institute which had at least two medical divisions located at the base at Kirtland in Albuquerque, New Mexico. Did this facility have the technology and tools? According to Medical and Health Sciences, their current capabilities include studies that focus on the chemical and radioactive properties of

materials, pathogenesis of respiratory diseases, treatment for inhalation of radionuclides, toxicokinetics, research in pulmonary physiology, hematology, microbiology, aerospace medicine, and design and development of atraumatic diagnostic instrumentation.

The Institutes are part of a parent foundation of the same name and are associated with a major Albuquerque medical center. The Foundation was begun in 1947, the year of the crash incidents. Our oil man serves prominently on the Board of Directors at this medical Foundation. He is described not only as a progressive thinker as stated previously, but also as a humanitarian. This former CEO of the sixth largest oil company in America still resides in Roswell, New Mexico. He also owns and operates a local oil company and the Diamond A Cattle Company. The company's vice president is our oil man's son who resides in Albuquerque, both incidentally are members of the Council on Foreign Relations adding yet another interesting twist to these odd non-coincidental connections. Non-coincidental because they just do not co-incide. In fact, the oil man was the Director of the Council on Foreign Relations from 1974 to 1980.

This prominent oil man is the former Chairman and now Honorary President of The Aspen Institute, one of the most elite think tanks in the world with branches around the globe. It became a focus of our investigation when we learned that its primary operations were recently relocated from its original site in Colorado to the Chesapeake Bay's Eastern Shore of Maryland. Could his involvement be such a profound coincidence, or could he for more than forty years, motivated by patriotism and genuine

humanitarianism, have been oiling the cogs of covert machinery?

Yet another intriguing connection involving this individual, his New Mexico roots and the Chesapeake connection relates to his significant financial support of Saint John's College with campus sites in Annapolis, Maryland and Santa Fe, New Mexico just north of Albuquerque. Saint John's College in Annapolis became the site of our face to face meeting with the chairman of The Brookings Institution which culminated in the most compelling cover-up discovery of this report.

The Brookings Institution connection will be detailed more elaborately near the end of this report but bears further mention here as a result of the origin of initial research into the matter of former Brookings Vice President Edwin Nourse. In a review of THE ROSWELL INCIDENT, we evaluated a 1954 letter written by Gerald Light of Los Angeles to Meade Layne of Borderland Sciences Research Associates where Nourse is mentioned in connection with a visit to Muroc, now Edwards Air Force Base, apparently for the purpose of getting their reaction to an exposure to extraterrestrial craft and personnel. In connection with this research, we visited Saint John's College to meet the current chairman of Brookings who was speaking at an informal public policy forum there. Since he has been with Brookings for thirty years, we wanted to get his reaction and to see if he could offer some form of verification of the activities of Edwin Nourse.

Just to make the cycle complete, another intriguing connection involves the New Mexico Military Institute in Roswell. Paul Horgan was the assistant to the president of that facility

in 1947. He went on to become an historian, a local cultural hero, and was named as a Trustee to the Roswell Public Library. In 1952 as a captain in the Army Air Corps he was transferred to Washington, D.C. for unspecified reasons and duties. He later became an Honorary Trustee of the Institute that relocated from Colorado to the Eastern Shore of the Chesapeake Bay.

Targeting The Chesapeake Bay

As we move our focus toward the Chesapeake Bay, it should be noted that an intricate web is unfolding. Throughout our research we found a constant series of connections that continuously linked the Chesapeake Bay to Roswell, Kirtland, and other corporate and military outposts in New Mexico. These links of people and places and institutions led one researcher to repeatedly quote the words of Sir Walter Scott, "Oh what a tangled web we weave, when first we practice to deceive." We quickly became convinced of a government cover-up, proving to ourselves that a corporate and institutional cover-up was of an even greater magnitude would take a great deal more convincing. Perhaps the first clues lie in the cross-country commercial transport of a flying saucer by railway.

T H E J I M H A R B E R S T O R Y

Personal Diary Excerpt
BoB Oechsler

"As a prelude to The Chesapeake Connection, the Jim Harber Story details the ease with which the UFO phenomenon could become a transcontinental hands-on enigma. The events suggest a cross-country transport of a flying saucer from New Mexico to the Nation's Capital which sits on a tributary of the Chesapeake Bay.

In the summer of 1949, Jim Harber was eleven years old when he lived on a farm in Newbern, Tennessee. The Illinois Central Railroad ran right through town. Jim's fascination with steam engines once got him in the dog house when he hopped up on one of the freight trains that was sided at the local depot. It seems the Trainman caught him and paddled his behind good and proper, leaving him with a healthy dose of respect for authority. The Trainman, Jim explained, was responsible for coupling and uncoupling cars from the freight and was typically one of four crew members on the train. The Trainman and the Brakeman both rode in the caboose, while the Engineer and the Fireman rode up front.

It was a warm summer afternoon one Saturday when Jim went into town to once again check out the steam engine locomotive that had pulled off on the side spur. The train was about ten to fifteen cars long consisting mostly of box cars. Two flat cars were coupled behind the Tender, one carried harvesting equipment but the other flat car is what really got Jim's attention. Covered with a tightly drawn dark brown tarp was what appeared to him to be a large domed shaped object that protruded over the

sides of the flat car by about a foot. In a still noticeable southern drawl, he asked the Trainman standing next to the flat car, "What ya got on there"? He replied "That's one of them Flying Saucer things". Jim followed up on the questioning with, "Where in the world did you get that"? "Come from New Mexico" came the response. "Is that the other side of Memphis" he asked? "Naw, that's way out west almost to the ocean" was the Trainman's reply. "Where ya goin' with it?" continued Jim. "Well, it's goin' up to Washington" responded the Trainman as he headed to the depot cafe warning Jim to stay away from the train.

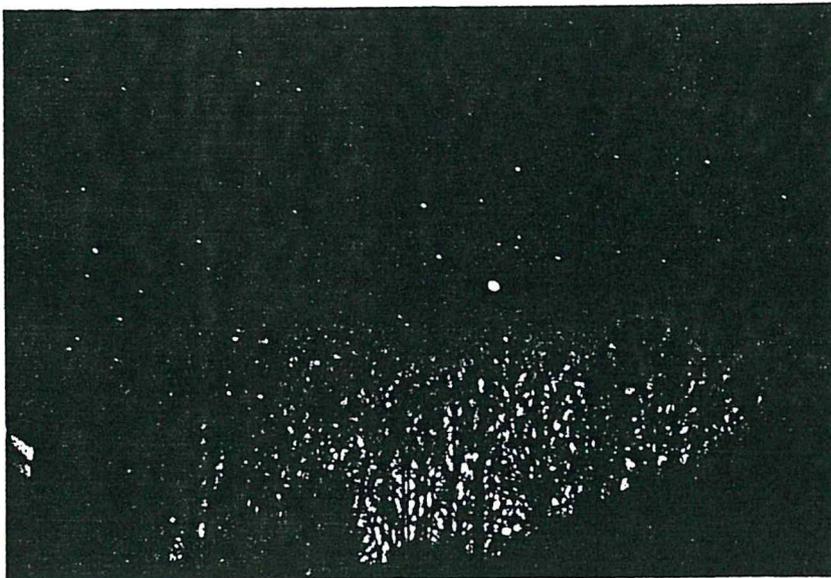
The lure of a real flying saucer was too much for an eleven year old boy to ignore. With his heart pounding in fear of getting caught, Jim climbed up onto the flat car and sneaked under the tarp. He rubbed his hand on the object and then tapped on it with his knuckles. It was real slick like it was "waxed" and sounded "Hollar" (sic) when he hit on it with his fist, but it did not echo like those big steel drums. He estimates the thickness of the shell to be about a quarter of an inch. The disc was like two inverted bowls coming together at a 20-25 degree angle. With the tightly drawn tarp, he only got a look at the underside. The color was gray like a stainless steel kitchen sink only darker. It was completely round like a shallow bowl and sitting on three legs which were the same color as the bowl shape. The legs each sat in pie pan looking pods about one foot in diameter. There were no markings visible and no signs of damage. He couldn't see how the thing could fly since it didn't have wings and he didn't see any motors.

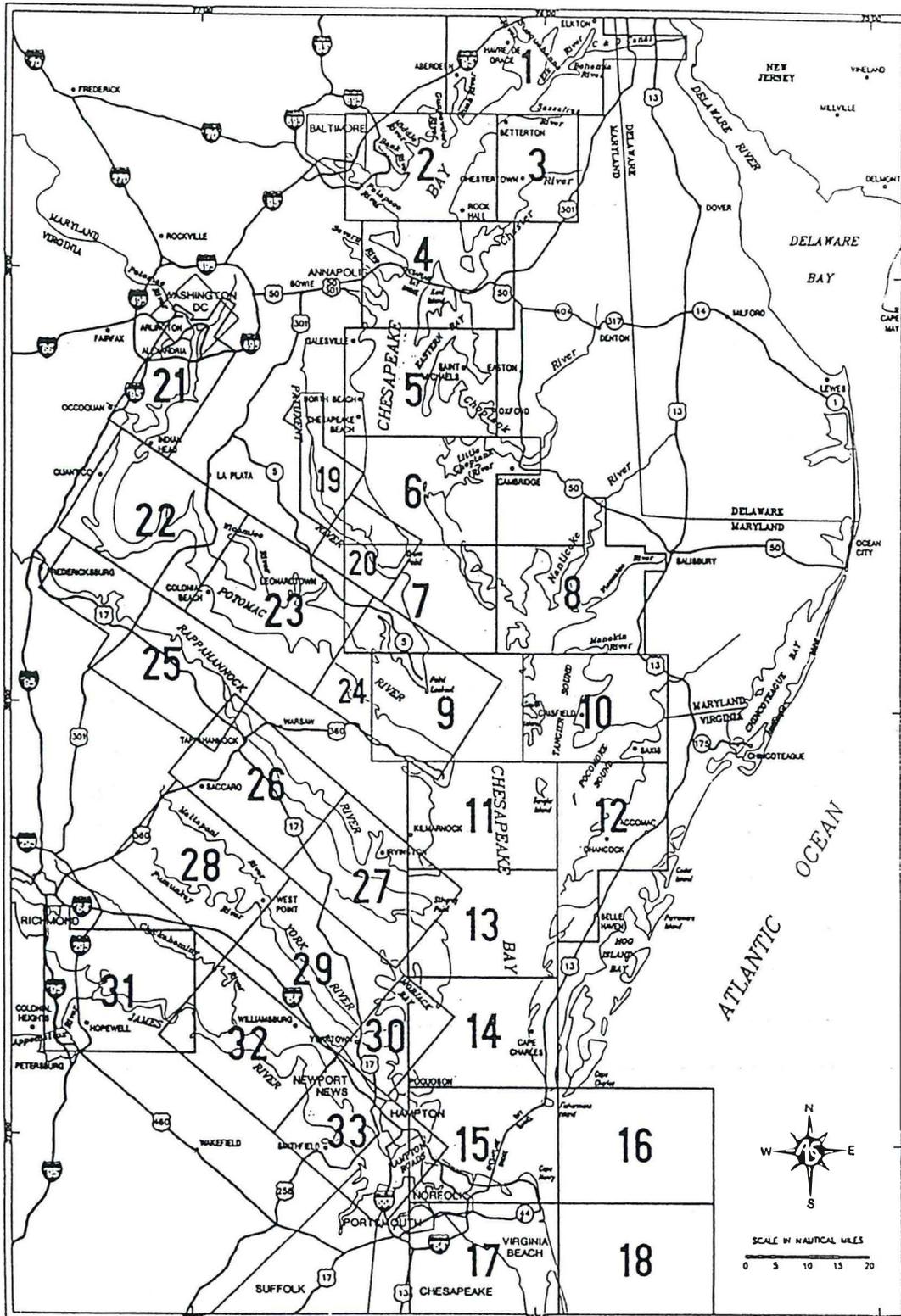
Jim estimates the object to be about fourteen feet in diameter since the flat car was about twelve feet wide and the object extended about a foot over both sides. The tarp was tied down real tight at the four corners of the car and at the center of the ends of the car. The center ropes were tied to nails driven into the bed of the car that Jim describes as the biggest nails he'd ever seen, big around as his finger. Strange looking fasteners were used on the ropes. Jim never had seen anything like them until years later when he was in the Army. The fasteners he saw then were used for tightening tent ropes. The edge of the disc shaped object came up to Jim's shoulder at about four feet and was about as sharp as the thickness at the edge of two dinner plates.

If it really had come from New Mexico as the Trainman had claimed, Jim and I evaluated the possible route the flat car could have taken. It probably came across through Arkansas to Memphis where it was put on the Illinois Central track and brought up to Ohio (with a possible stop at Wright-Patterson Air Force Base) and sent on across to Washington, D.C. The Trainman with whom Jim spoke probably picked up the car in Memphis and went with it as far as Louisville where he would have taken another train back to Memphis. Jim thought it rather odd that freight going all the way through to some place like Washington would be routed through such a small side spur like Newbern, such freight was usually routed straight from Memphis to Louisville. I suggested that if you wanted to transport something across country without drawing attention to it, then taking the least populated rural route might be your best bet. He remembers

thinking as a child that that saucer thing must have been on the tracks headed east for months.

In the years since, Jim has had no other UFO sightings and has never seen any unusual "flying" objects. When he told his father back in 1949 what the Trainman had told him and what he had seen, his father noted, "There ain't no such thing as flying saucers, that's just something somebody cooked up". And that's as far as it went, until recently when Jim called in response to one of my regular UFO radio broadcasts."





The Chesapeake Bay

Maryland & Virginia

T H E C H E S A P E A K E B A Y - 1 9 8 8

T h e U F O S i g h t i n g s

The road where the main rash of sightings occurred is located about six miles east of Annapolis, Maryland bordering on Sandy Point State Park operated by the Department of Natural Resources. The road accesses Route 50 near the toll booth for the Chesapeake Bay Bridge and is dotted with tiny frame cottages shaded by soaring oak trees in a rural setting.

Years ago a spiritualist church occupied one of the houses, inhabited by the Reverend who claimed to have been directed to that location a decade earlier. She said that a ball of golden light had appeared in her yard and that people from space emerged and took her into the light. The space people, she said, visited her at other times and she named her church in honor of the special golden light that surrounded the visitors. That was more than ten years ago and the church and the Reverend are no longer there, but the residents along the road are still plagued by strange lights and structured craft. In fact this small community has undergone an evolution. Fifteen years ago one man observed the strange lights and craft on numerous occasions but after being ridiculed decided to stop telling people about the sightings. Then other people in the neighborhood began observing the strange lighted craft that would descend and hover above the treetops.

Personal Diary Excerpt
BoB Oechsler

"In March of 1988, I learned of the most recent sighting activity from one the of residents on a chance encounter. After interviewing some of the residents by telephone, I learned that there had been an increase in such activity in the neighborhood

since the previous summer and regular overflights had been occurring frequently since February. Some of the witnesses had made drawings of the objects within fifteen minutes of a sighting. The descriptions and drawings depicted a kite shaped object like a skewed diamond. The interesting phenomenon associated with these sightings involved either a physical structure change in the crafts as they passed over the rooftops or an illusion created by switching on and off certain onboard lighting systems.

With sightings occurring several times a week, some of the residents began to watch for the objects regularly just prior to darkness. The sightings usually began as a large star in the sky which was brighter than the rest. The action began with what appeared as sparks falling from the star, usually about twenty or more in a matter of seconds. These sparks would begin to cluster in groups of about half a dozen as they descended into the area over Annapolis. Typically, one of these groups would fly in formation directly over the rooftops in the immediate neighborhood making a swooshing sound as they passed over at high speed. Ironically no one had thought to take any pictures during these events which often lasted for up to four hours. These strange craft would stop and hover over the treetops in close proximity to the witnesses for periods of thirty to forty five minutes, relocate to an old Nike site in a field beyond the trees on one side of the neighborhood appearing to land and eventually return moving slowly back over the houses.

Residents became so terrified that they often would not venture out at night. One night last summer several residents

feeling safe in numbers clustered around a parked car in their driveway less than fifty feet from a craft hovering above the treetops across the street. Suddenly while stunned residents observed from the front porch, a large beam of white light was emitted from the craft fully encompassing the witnesses around the car. After several seconds, the craft began to move toward the house condensing the beam to a width of about eighteen inches as it passed along and over the sidewalk leading to the porch of the house. The craft left the area without further incident and rejoined the others.

On another occasion two young girls became physically paralyzed while burning trash at the end of their driveway just twenty feet from the house. It was not clear whether the paralysis was from fear or a product of an external source. The strange craft appeared wafer thin and described as boomerang shaped as it passed slowly over their heads. There was no apparent missing time.

During the course of my investigation as State Section Director for MUFON, I was on location interviewing witnesses on the night of April 8, 1988 when a sighting ensued. The events began with two neighbors running into the house proclaiming a sighting in progress. Immediately I requested access to a telephone and called Ray Stanford in College Park, Maryland to check on magnetometer readings. Following magnetometer correlation, I proceeded outside to join a dozen witnesses. With my tape recorder running, I obtained verbal descriptions of what the witnesses were observing and with the help of my son Daniel retrieved my camera gear from the trunk of my car. I proceeded

to shoot two rolls of 35mm film using one camera with an ultraviolet filter and one without. The objects were at a distance estimated to be about one half to one mile away. They were quite luminous emitting the most beautiful red, blue, green and white lights that I have ever observed. They appeared spherical even through binoculars and regularly changed color.

The five objects moved in irregular patterns and displayed obvious bursts of speed, they could hover and change altitude vertically. There were no astronomical objects visible due to the low thick cloud ceiling. Traditional commercial air traffic was visible as well as light air craft, all at a much farther distance away. When viewed through the lens of the camera, the objects appeared much smaller than the naked eye view. After twenty four minutes, the objects clustered and vanished."

One of the original witnesses reported several subsequent sightings in the presence of other witnesses at locations in Annapolis and Baltimore. The Baltimore area of the Chesapeake Bay also became a hotbed of UFO activity in the summer that followed. A retired Naval Commander observed a brilliant light from her home in West Annapolis that traveled in the proximity of a power substation. A couple in the Cape St. Claire area just little more than a mile from the Bay Bridge Sightings location observed an odd red light hovering over their neighbor's house for several minutes. Another woman and her friend reported that in October of 1987 they had observed a brilliantly lighted craft streak overhead at treetop level near Route 50. The craft was silent and banked as it passed over them, revealing an elliptical shape outlined by amber and red lights.

Another witness observed a daytime sighting from Forest Drive in Annapolis. A group of silvery colored objects moved in formation across the Annapolis sky line. Another couple reported that in December of 1987 an enormous bright amber light passed over them as they traveled the access road running parallel to Route 50 near the Bay Bridge. It seemed so low that they thought it might be landing on the other side of the highway in a field near St. Margarets, they decided against going back to investigate further.

Other people offered their accounts of events going back several years. One woman whose family has been plagued by UFO activity for two decades had once been a resident of Cape St. Claire. One early morning while traveling on Route 50 near the Bay Bridge, the woman was astonished to observe an object that looked like an erector set tower rotating horizontally just beside the highway at an altitude of about 100 feet. It appeared to be in three sections connected by a tin foil like material and emitted a powerful blue beacon light that engulfed the interior of her car and that of a car with a male driver in the lane beside her. She became petrified when the car beside her apparently vanished. She stopped in the middle of the freeway until the object moved off beyond the treeline and out of view.

On other occasions her children have been frightened by red and green lights and noises. They have displayed unusual bruises and marks, and they apparently suffer more than their normal share of nosebleeds. Her son has recounted a recent event in Annapolis that can only be described as time compression. She recalls out of body experiences and events so terrifying that she

relocates constantly and checks on her children repeatedly through the night. The terrifying close encounters apparently caused the break-up of her marriage, her husband could no longer deal with the bizarre events.

Officer Pete Smith of the Department of Natural Resources assigned to Sandy Point State Park at the shoreline of the Chesapeake Bay Bridge reported another harrowing encounter while on duty there at the beach in 1985. He was making his usual rounds in the Park Service truck late one night when he observed a light approaching along the beach within view of the bridge. At first he thought someone was holding a lantern and walking along the beach, but as the light got closer he could see the space between the object and the sand. When he flashed his vehicle spotlight on the object it suddenly accelerated to within fifty feet of his location. Shaken, he turned off the light and the object continued on its path along the waterfront until disappearing out of sight. He drove around to the other side of the park but was unable to relocate sight of the object. After filing his report with the department, he subsequently requested a transfer and is now relocated to another park across the bay.

In May of 1973 two teenage boys were fishing on a Saturday at the banks of the Patuxent River across from Solomon's Island near the Naval Air Test Center. Upon finding a huge fish floating near the shoreline, one of the brothers ran home to get the camera so they could take pictures of each other holding this enormous fish up to the camera as if they actually caught a big one. Moments after the boy left to get the camera, a large disc shaped object appeared across the river with over a dozen smaller

bright lights buzzing all over the area. When the boy returned with the camera they forgot all about the fish and started taking pictures of the strange flying lights and the disc shaped craft. After hovering around the bridge construction and canvassing the area for several minutes, the flying lights all at once converged into a circular formation. The larger craft then flew into the center of the formation and everything instantly vanished. The boys' father took the pictures to work at the Patuxent River Naval Air Test Center one day and showed them around the office. The typical response was, "Yea, that's them alright", as if it were a standard occurrence for the area.

Into the summer of 1988 the reports continued. Three South County teenage girls were camping on the night of July 22nd. In the predawn hours of the 23rd they were treated to a spectacular aerial light display. A series of objects described as five baseball sized (at arm's length) spherical lights attached in a straight line would pass at high speed above the treeline observed from the window of the tent. A subsequent object observed until daylight was determined to have been a planetary object. The initial sighting remains unexplained.

On August 9th, 1988 Will Rossiter and his wife were headed for Ocean City traveling on Route 50 south of Cambridge and just east of Airey, Maryland. At approximately 3:00 AM they noticed a scatchy sound over the radio in their new Blazer which was tuned to 530 AM, the reach the beach traffic information station. While trying to tune out the noise, the radio suddenly went dead when Will's wife first noticed the enormous disc crossing above the highway just ahead of them. It overlapped the entire freeway

including the emergency shoulder lanes and the median strip which indicated that it must have been between 90 and 100 feet in diameter. Will described the top side as moonlight on still water and the bottom was copper colored apparently reflecting the street lighting in the area. The object made no sound as they rolled down the windows and did not have any apparent lights or protrusions on the visible surface. It passed across the highway directly in front of them and moved slowly off toward Airey. Twenty seconds after it disappeared from view, the radio returned to normal. Two other vehicles were described by the witnesses, neither have been located to date.

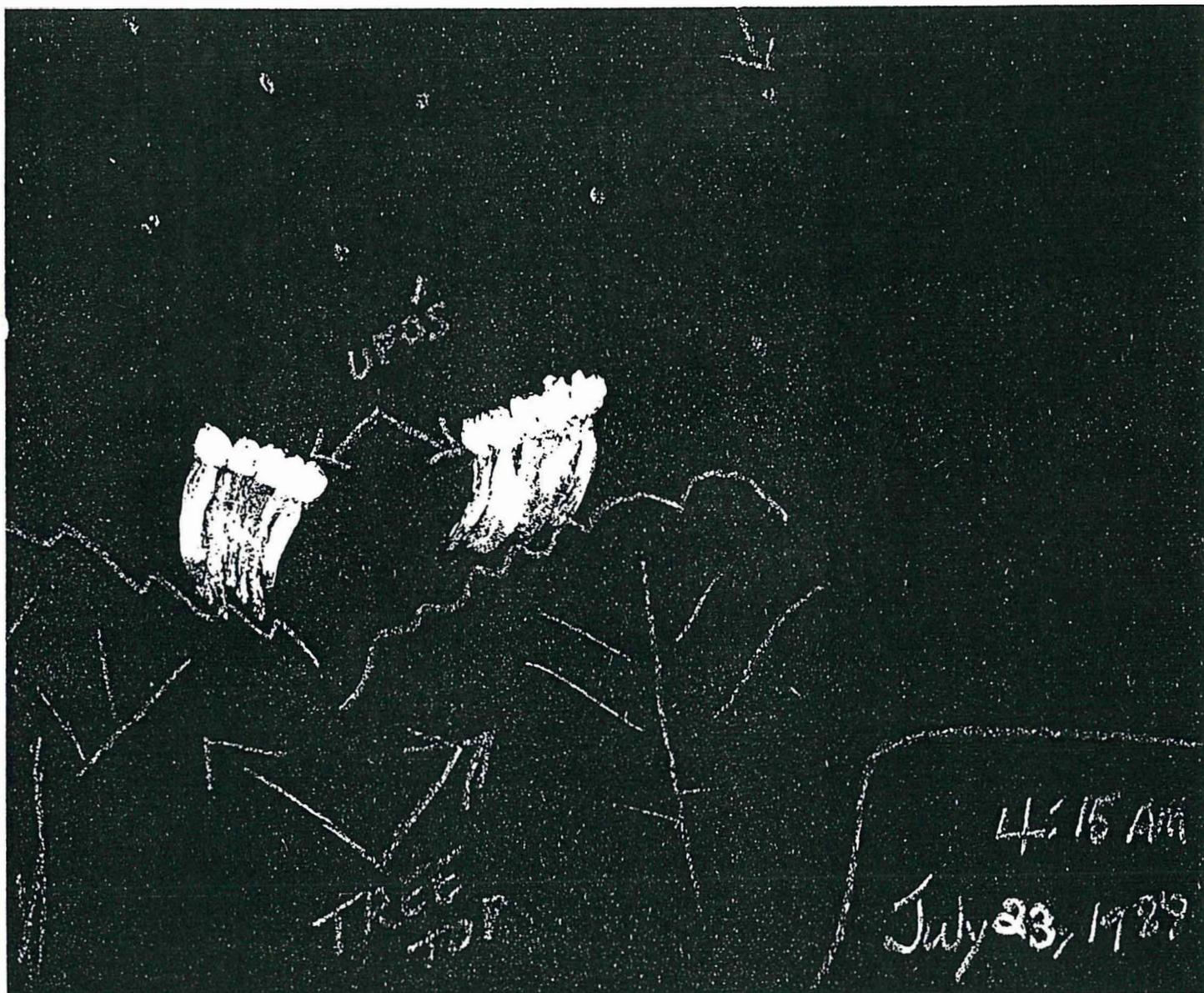
Sightings were reported and investigated by the dozens in the area of Fort George G. Meade, site of the National Security Agency. Some of the objects described were shaped like a black stingray without the tail that had what looked like four quiet turbine engines on the bottom and a greenish light coming from the cockpit windshield area. The object made only a slight humming sound. The witness, apparently an abductee, was able to draw pictures showing an aerial view from within the cockpit area. Other descriptions included a box shaped device with curved wings on two sides that was seen by multiple observers from very close range, again no sound was heard. There were helicopter like devices, lights dancing in the sky and discs that hovered. A Baltimore high school science class observed three triangular shaped objects in the company of the class teacher. He and the others observed the objects with the aid of binoculars moving southeast toward Annapolis from Baltimore.

In January of 1989 a man and two of his sons reported an odd phenomenon near their home in Edgewood, Maryland. In daylight a craft appeared lighted on the bottom by a ring of eight multi-colored lights. Researcher Pamela Phillips interviewed the men who reported that the object seemed to "pop in" and then disappear twice. The father was reminded of the brilliant, phosphorescent effects of some of the crafts in the movie CLOSE ENCOUNTERS OF THE THIRD KIND.

Nearby in the same northern Bay area, a woman reported a craft which hovered in front of her as she sat in her truck in Baltimore County one night. Upon investigation, it was learned that she had other experiences. Another man reported that he was awakened by his cats which were annoying him. After checking on them and returning to bed, a "fox face" suddenly rushed toward him from a darkened corner of his bedroom. He remembers pulling the covers over his face, when he looked again, nothing was there. After viewing the October 14, 1988 broadcast of UFO Cover-up, LIVE, he made a connection between the alien face on the background screen and the "fox face" that had appeared in his bedroom.

Even as this report was being completed in early May of 1989 the reports continue to come in from around the Chesapeake Bay. Fred Reese from the U.S. Coast Guard on the Bay reports several unusual disc shaped objects with a high luminosity profile have been called in from three locations on the Bay. The objects, moving on a lateral plane, appeared to be intercepting falling meteors at an altitude of 1000-3000 feet. The sightings around the Chesapeake Bay Bridge continue day and night.

Since the first publicity appeared in the local papers in early 1988, the reports have been numerous and reasonably well documented. Local publicity had sparked interest in the Chesapeake Bay area sightings. People were watching the skies and they began observing other phenomenon as well.



T H E H E L I C O P T E R I N V A S I O N

In December of 1987 co-writer Debby Regimenti first noted a marked increase in helicopter activity over her Cape St. Claire home on the Broadneck Peninsula. From only an occasional noisy Medevac unit heading for the hospital and the occasional traffic helicopters, the chopper traffic with its distinctive prop-wash had swelled to an excess of five overflights per day. Traveling consistently at 200 to 300 feet altitude, the helicopters were nearly always heading east out over the bay. They were usually dark gray or black, markings were not always visible.

By mid-summer of 1988 the traffic count was up to eight flights per day with most headings to the east and an occasional flight heading to the west. On July 17th a then record twenty three helicopters crisscrossed the skyline in an eight hour period. From the community swimming pool the dark choppers were observed paddling back and forth all day. One woman looked up as two passed over, the eight and ninth of the day. She shook her head and remarked, "Are we at War?"

After a seventeen year history of possibly six to eight helicopters per year, suddenly the sky was vibrating with eight to eleven overflights a day. Researchers listened to complaints from residents all over the Annapolis area and after several months of documentation, the investigation into the origin and purpose of these activities began. Headed by Debby Regimenti, a subgroup field investigative committee began making inquiries at all of the regional military installations from Fort A.P. Hill in Virginia to Dover Air Force Base in Delaware and included several field trips to the Patuxent River Naval Air Test Center on

Maryland's Western Shore of the Chesapeake Bay. Telephone calls were placed to the National Guard, airports, parks, the Naval Academy in Annapolis, State Police Headquarters, the Federal Aviation Administration, Fort Meade, the National Security Agency, and the Department of Natural Resources. No one could account for the annoying and dangerously low-flying helicopter traffic. No one reported seeing them take-off and no one reported seeing them land. One thing was clear, Maryland's Eastern Shore seemed the likely destination for most of the flights according to the documented evidence. Residents there, we later learned, filed complaints in 1989 with the Maryland Air National Guard following nightly flights of in excess of thirty helicopters coming in just above the rooftops.

The Annapolis Research and Study Group had been meeting informally since May of 1988. There were two main topics of discussion, the UFOs and the mysterious helicopter activity. No one had an explanation for the events and all were beginning to get actively involved in solving the mysteries. During the last Saturday in July of 1988, residents of the Broadneck area observed a blue and white helicopter bearing a seal on its door. It was accompanied by two other choppers and trailed by two Navy fighter jets. One man thought it looked like a State Department helicopter, but he didn't know about the black choppers.

Then at a meeting of the group in August, a dark green helicopter bearing what appeared to be a white triangle on its partially opened door circled the researcher's house where the meeting took place. Swooping low near the treetops, an individual in a flight suit could be seen aiming binoculars or a

camera as he was suspended out of the door while attached to a harness. As the individual peered down, the chopper circled the house three times and then sped off to the west. Another helicopter, this one black and unmarked, appeared and criss-crossed several times before speeding away.

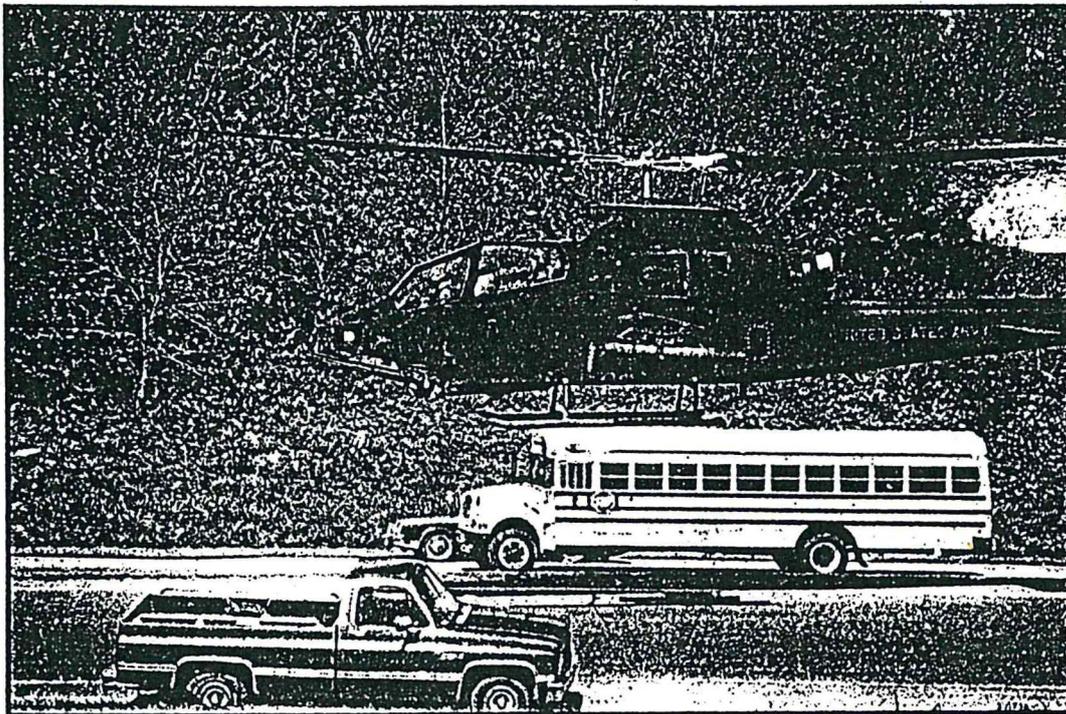
Huge black Chinooks with double rotors began to appear with regularity all over the Bay Region. They lumbered across the sky on an easterly heading. They almost never seem to return. Other gray Navy type helicopters seem to be shuttling down Route 50 east over the bay and twenty minutes later would return along the same flight path heading west.

Even Bob Oechsler noticed a marked increase in all types of helicopter activity over his home on the South River, just southwest of Annapolis. In one four day period in February of 1989, more than two hundred helicopters were collectively counted by members of his family. The skies above Annapolis and the Chesapeake Bay area are literally alive and vibrating with helicopter traffic and no one seems to know why.

Having failed to receive an explanation from Congressman Tom McMillen's office, the group met to discuss the continued chopper problem and the continuing reports of UFO activity. It seemed that following the discovery of secret Navy testing of the EMPRESS system (Electromagnetic Pulse Radiation Environment Simulator for Ships) being conducted in the Bay Bridge area, this type of technological activity might be behind the persistent UFO activity in our region. In light of the specifics related to the sightings and the apparent absence of abduction evidence related to the sighting events, it seemed logical to investigate the

nature of the technology activity which might account for their interest in the area.

While several of the researchers investigated the matter of the Navy's EMP testing in and around the local experimental testing facilities and the EMPRESS program, others headed over the bridge for a closer examination of Maryland's Eastern Shore and hopefully some answers to the helicopter enigma.



By George N. Lundskow — The Capital

T O P S E C R E T E X P E R I M E N T A L T E S T I N G

Most ufological field investigations end after the interviews and the reports have been filed. Our MUFON investigative team became curious about the peculiar nature of the UFO sighting events occurring in and around the Chesapeake Bay region. Further investigation was mandated when we learned that these strange airborne objects were "nesting" for hours at a time right on the banks of the Bay Bridge. Something must be attracting their attention.

We naturally started looking in the direction of the most obvious naval activities. A National Security Agency employee suggested to Bob Oechsler to look into the **TOP SECRET** testing "In the Bay". We discovered that Electromagnetic Pulse (EMP) Testing was regularly being conducted in the Bay around Annapolis and further south at the Patuxent River Naval Air Test Center at Solomon's Island. Dr. Maccabee, a Navy Physicist and Maryland State MUFON Director, indicated that an EMP barge called EMPRESS was used for degaussing ships. EMPRESS we learned was an acronym for Electro Magnetic Pulse Radiation Environment Simulator for Ships. Degauss according to the dictionary means to demagnetize (as a ship for protection against magnetic mines) by passing an electric current through a coil or coils along or around the edge in order to neutralize the surrounding magnetic field.

EMP certainly didn't have anything to do with the degaussing of ships as our research would later reveal. In fact, less than two months prior to our sighting investigation these EMP tests were reported to have been responsible for the deaths of over a million fish in the Chesapeake Bay. Was this **TOP SECRET** testing

this hazzardous? What was the purpose of such tests?

E l e c t r o - M a g n e t i c P u l s e (E M P)

After reviewing dozens of circulars and research documents, we discovered that the testing was really designed to test the durability of ships following the detonation of a nuclear weapon. At least that is the way it started. History has revealed that the detonation of nuclear devices has an extraordinary impact on all elctromechnical and electronic devices that are unprotected or unshielded against Electro-magnetic Interference (EMI). EMI can occur across the entire electro-magnetic spectrum, but only a relatively small portion of this spectrum is considered germane to shielding. Most of that occurs between 1kHz and 10 GHz and falls into a category called Radio Frequency Interferenc or RFI. Military and space applications tend to have higher frequency problems and this is where the EMP testing comes into play.

It was reported in the Washington Post that the Soviet Union had developed an EMP Zap Gun which has the power to disable vehicles, ships, aircraft and has an adverse effect on human biology as well. The Pentagon reportedly was developing a similar weapon as a counter defense measure.

The Foundation on Economic Trends and other municipalities and organizations filed suit against the Pentagon to cease the EMP testing until environmental impact statements were filed and an analysis completed. Less than two weeks after an agreement was reached in federal court, the Pentagon found a federal court judge to set aside the agreement and testing was resumed immediately. Since tests were being conducted at several

locations around the country, why continue something potentially hazzardous to human health and this pristine estuary. Something must be special about the Chesapeake Bay and the sense of urgency and secrecy is ever apparent, and we noted a contradiction in thhe conducting of supposed Soviet threat defense testing in such close proximity to the U.S.S.R. compound near Centreville. Who is the real enemy?

D a v i d T a y l o r R e s e a r c h

Further research involved an investigation into the activities of the David Taylor Naval Research Center, also known as the Navy Experimental Station. It is now called the U.S. Naval Ship Research and Development Center. Located on the mouth of the Severn River at the Bay, the facility faces the U.S. Naval Academy. Its Electro-Mechanical Continuity Analysis Center (ECAC) is one of the most secure buildings in the world. It contains a building within a building within a building. When **ULTRA TOP SECRET** meetings are held, the entire building is evacuated according to an employee. We learned of advanced warnings for EMP test schedules which for security reasons will not be detailed here. The information gave us a clue which was later to link several other events that may shock the nation when revealed here for the first time.

The David Taylor site has been a focus of top echelon attention with visits by such notables as George Bush and retired Admiral Bobby Ray Inman. Even OSHA expressed concern over the facility with regard to Electro-magnetic Radiation. Our UFO connection coincided here and at another David Taylor owned

facility on Bay Head Road. Bay Head Road across Route 50 is the location of an old Nike site where witnesses on several occasions reported landed UFO activity.

P a t u x e n t R i v e r

Our next focus in the investigation took us south on the Chesapeake Bay to Solomon's Island and the Patuxent River Naval Air Test Center. Our research into the litigation action regarding EMP Testing suggested a closer look at the area. We discovered an interesting looking ship docked not at the Naval facility, but across the river on the Solomon's Island side. The ship was clearly involved in the EMP project with observatory type domes on the deck and strange paint samples resembling galvanized steel. The ship was docked at an interesting facility with low-frequency tunable antennae. There was a double security fence with a "kill zone" and restricted zone signs even in the water. Reports from 1980 and 1981 indicated that the facility was used for monitoring UFO communications. The reports were from what appeared to be a reliable source who indicated that it all happened by accident in the course of national security eavesdropping.

The EMP issue grew larger here when the Thomas Johnson Memorial bridge was closed for the entire summer of 1988 as a result of cracks that were discovered in the piers up by the bridge decking. No one was held accountable and the government paid for the repairs. The closing devastated the economy on both sides of the bridge. Politicians always find a scapegoat to hang for such discrepancies. The only origin we could find was EMP

related. The bridge was relatively new by bridge standards, we have photographs of UFOs flying all around the construction of the bridge dating back to May of 1973. The damage on the bridge that we inspected looked as if the piers had become tuning forks and the concrete at the top where the decking is attached had cracked as a result.

N a v a l A i r T e s t C e n t e r

In addition to the EMP testing operations conducted and controlled from the Air Test Center facility, we learned a great deal more about this secluded military outpost. During the recent Discovery Shuttle mission involving a tape recording of an alleged Astronaut reference to an "Alien Spacecraft", it was learned that some of the crew had been assigned here for training. The mysteries surrounding this unique outpost will bear additional future research. Even some of the mysterious helicopter activity was reported headed in this direction.

C a l v e r t C l i f f s

Just up the Bay headed back north we discovered another problem at the Calvert Cliffs Nuclear Plant owned by the Baltimore Gas and Electric Company. According to audit records, one of the containment buildings in the reactor facility has been closed for almost two years as a result of the same type of cracks we found on the Thomas Johnson Bridge. Only one of the two are in use at any one time and they are usually closed for rehabilitation every eighteen months. As far as we have been able to determine, the containment building in question has not been used since the cracks were reported and we have no

indication as to the status of repairs.

D i s a s t e r S t r i k e s

In July of 1988 the UFO activity around the Chesapeake Bay was still at a steady but somewhat slower pace than in the spring. We received reports of EMP testing to be conducted on the weekend of July 22-24. As we had begun to expect, the UFO sighting reports were coming in from all over Maryland that weekend. Many of the tests were typically conducted in the predawn hours around 4:00 AM. One rather spectacular UFO sighting report detailed a series of events at 4:15 AM and is included elsewhere in this paper.

The morning of July 24th at 4:35 AM would become the most gut wrenching experience of our entire investigation. Two young men took flight in a small Cessna 182 from Kent Island Airport at the base of the Bay Bridge on the Eastern Shore. At five minutes after take-off they were just one mile north of the Bay Bridge when absolute tragedy occurred. Total loss of electrical power including emergency back-up was reported by the investigative team. The aircraft disintegrated on impact and the two lives were lost. The EMP barge was reported anchored at that exact location since the July 4th weekend and was still there when we arrived at Sandy Point State Park the day after the crash. The federal investigators were unable to find a cause for the unusual accident. We remained until now the only ones who knew the real cause for the crash, at least as far as the public was concerned. We will leave the rest of the details regarding this incident for the avid reader to pursue in the publicly available chronicles,

some of which are included in this report.

T h e B a y B r i d g e

The latest newspaper accounts indicate that the new span of the Chesapeake Bay Bridge will be closed for repairs. It seems they discovered cracks at the top of the piers when they recently resurfaced the deck. Is it happening all over again?

T e c h n o l o g y W o n d e r s

The technological wonders to be seen in the Chesapeake Bay never cease. Two separate witnesses on the same night reported an intriguing sight. Unrelated to the UFO sighting that was reported that night over on the Eastern Shore near Airey, Maryland came reports involving a squadron of helicopters that flew out over the Bay and circled into an unusual formation. They were all at the same altitude and hovering in a circular huddle formation. From in the water and up to the choppers rose a most peculiar electrical type lightning storm. It was confined to within the formation. The descriptions sounded very much like the small fine lightning in those argon gas balls displayed in science classes. The formation began to move, lightning and all, and traveled on up the Bay out of sight of the witnesses.

L o o k i n g F o r A n s w e r s

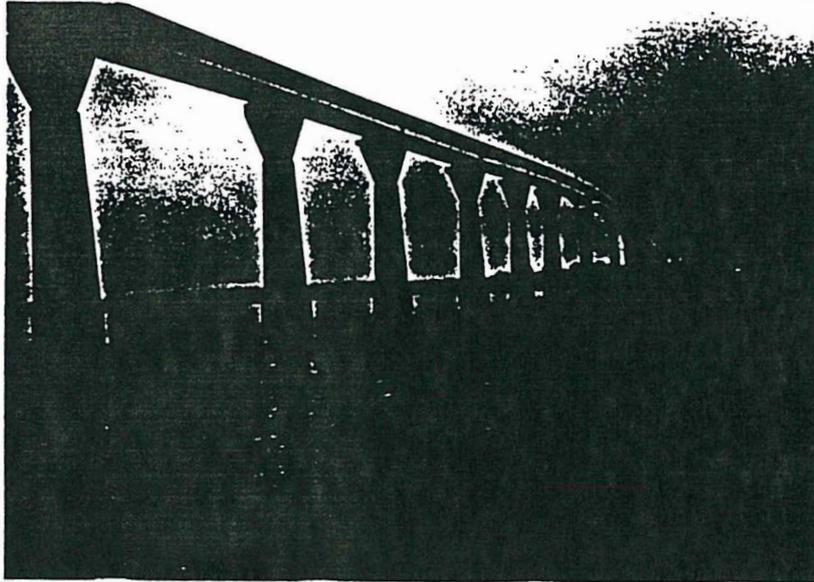
Our investigation took many avenues in an attempt to learn what the significance of all of this high technology testing was about. We visited with Congressman Tom McMillen, a member of the House Science and Technology Committee. He expressed a keen interest in our concerns and research. The environmental and

health related issues of EMP caused an immediate reaction from the Congressman and his staff. The promised follow-up never happened and the issue was summarily squelched without further advisement. His staff has maintained a responsible interest in the UFO activity.

An extensive aerial investigation conducted by Bob Oechsler revealed the existence and location movements of the EMP barge and gave us a strategic insight into the Bay geography on both the Eastern and Western Shores. It provided a foundation for further research. Plans are underway for an extensive investigation by water during the spring and summer months.

What does it all mean? Why all of this technology experimentation in the Chesapeake Bay with its multi-million count population. What could be so special about this place and why the urgency and the risks? The lightning experiment resembles the effects of the Saturn Project out at Sandia National Laboratories in New Mexico, a site of the Strategic Defense Initiative ("Star Wars") testing. National Geographic's April 1989 issue details the EMP generation capabilities of the Saturn Project generator. And why is there such an obvious corporate connection here? What is Sandia owner AT&T doing in the EMP business? We noted that AT&T has top level executives associated with the major "think tanks" in the Chesapeake Bay area. Once again there is a subtle intertwining of technology, people and places. The "doughnuts" of energy detailed in the accelerator project sound specifically like the power source of some of the flying discs we've reported on. Our future focus will have to include NASA's Wallops Island, The Space Port of the

Twenty First Century, located outside the Chesapeake Bay along the Mid-Atlantic seaboard. For now perhaps we'll find some answers on the Eastern Shore.



TUESDAY,
JULY 26, 1968

More cracks are found in bridge

Patuxent span was closed June 20

By William F. Zorzi Jr.

State engineers have discovered hairline cracks in more piers that support the Gov. Thomas Johnson Bridge over the Patuxent River — the 11-year-old structure closed abruptly last month when consultants said that cracks in eight deep-water piers could cause it to collapse.

State highway officials are expected to announce at a news conference this morning that more work will be needed on the bridge than first was anticipated, though specifics on the amount of work and the cost of the additional repairs were incomplete last night.

Officials still believe, however, they can meet their self-imposed Labor Day deadline for reopening the only link between Calvert and St. Mary's counties, said Russ Ulrich, spokesman for the State Highway Administration.

State engineers, joined by engineers from the University of Maryland and several consulting companies, worked into the night at a Solomons motel reviewing information on additional cracks discovered since the bridge was closed June 20 and determining which piers must be repaired.

Also in attendance last night were state Transportation Secretary Richard H. Trainor, State Highway Administrator Hal Kasaoff and an engineer from Century Engineering, the Towson firm that designed the bridge.

Among the reasons the news conference is scheduled for this morning — so soon after determining the cost and what needs to be done — are the rumors about the extent of the bridge repairs that have run rampant among business people and residents of both St. Mary's and Calvert counties, Mr. Ulrich said.

In an attempt to squelch the rumors, Mr. Ulrich stressed that the newly discovered cracks are "hairline, much smaller than the original cracks" but are located at the top near the bridge deck, the same as the original cracks.

The new repairs — which would be similar to those being performed on the eight deep-water piers — are expected to cost between \$100,000 and \$125,000 per pier, but the number of piers in need of repair had not been narrowed last night, the spokesman said.

The contractor now working on the bridge, McClean Contracting Co. of Baltimore, is attaching steel support plates, called "gillage," on either side of the eight cracked pier caps.

The plates are held in place by a dozen steel bars, known as "post-tensioning rods."

Mr. Ulrich said the new repairs probably only require the installation of two to four post-tensioning rods on each pier cap, because the cracks are smaller than on the large piers.

The cost of repairing the bridge originally was estimated between \$500,000 and \$1 million, though the cost of the work now is expected to run considerably higher than that.



College chums work together restoring inn.



Cool conditions forecast for Ky. Derby

Lady Ann's portrait on display.

The Capital

Cracks delay opening of Bay Bridge span

SKIDMORE (AP) — State officials said Friday that ongoing repairs to the Chesapeake Bay Bridge should be finished before Memorial Day.

One span of the bridge has been closed for repairs on weekdays for most of the past month as crews work to fix several cracks that showed up following a resurfacing project.

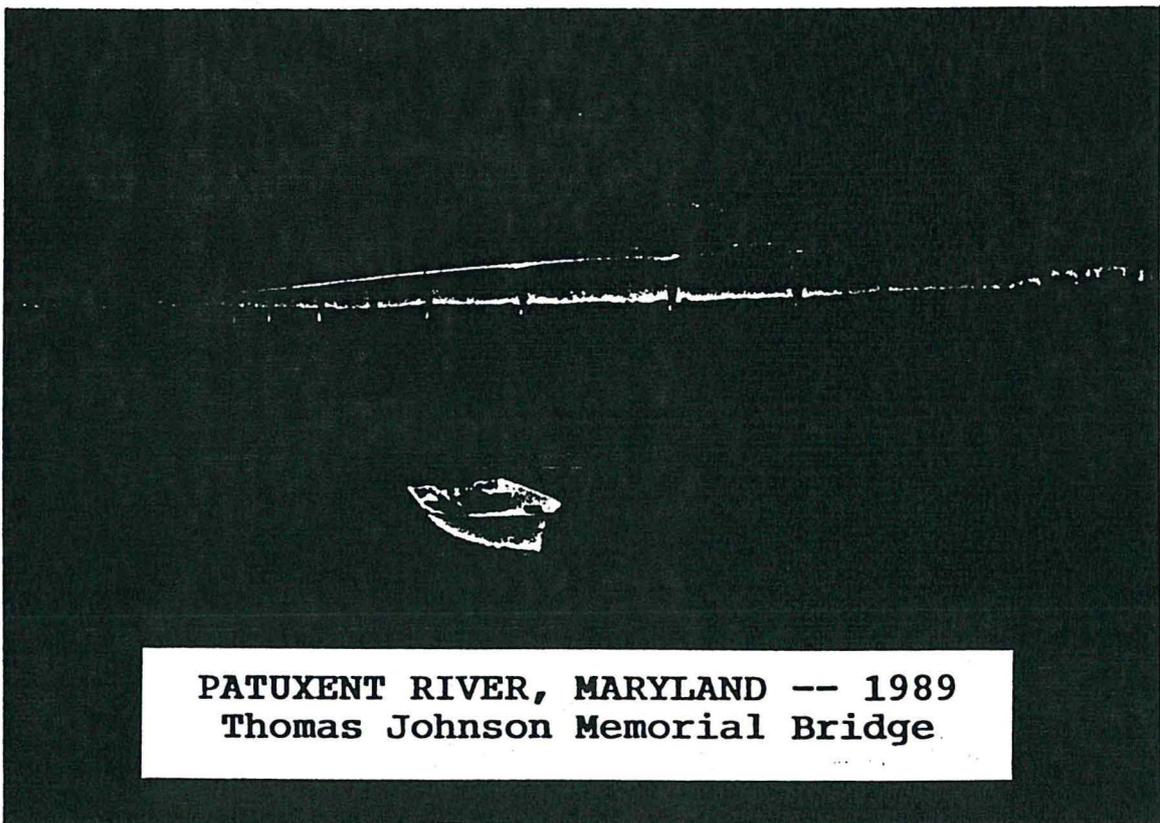
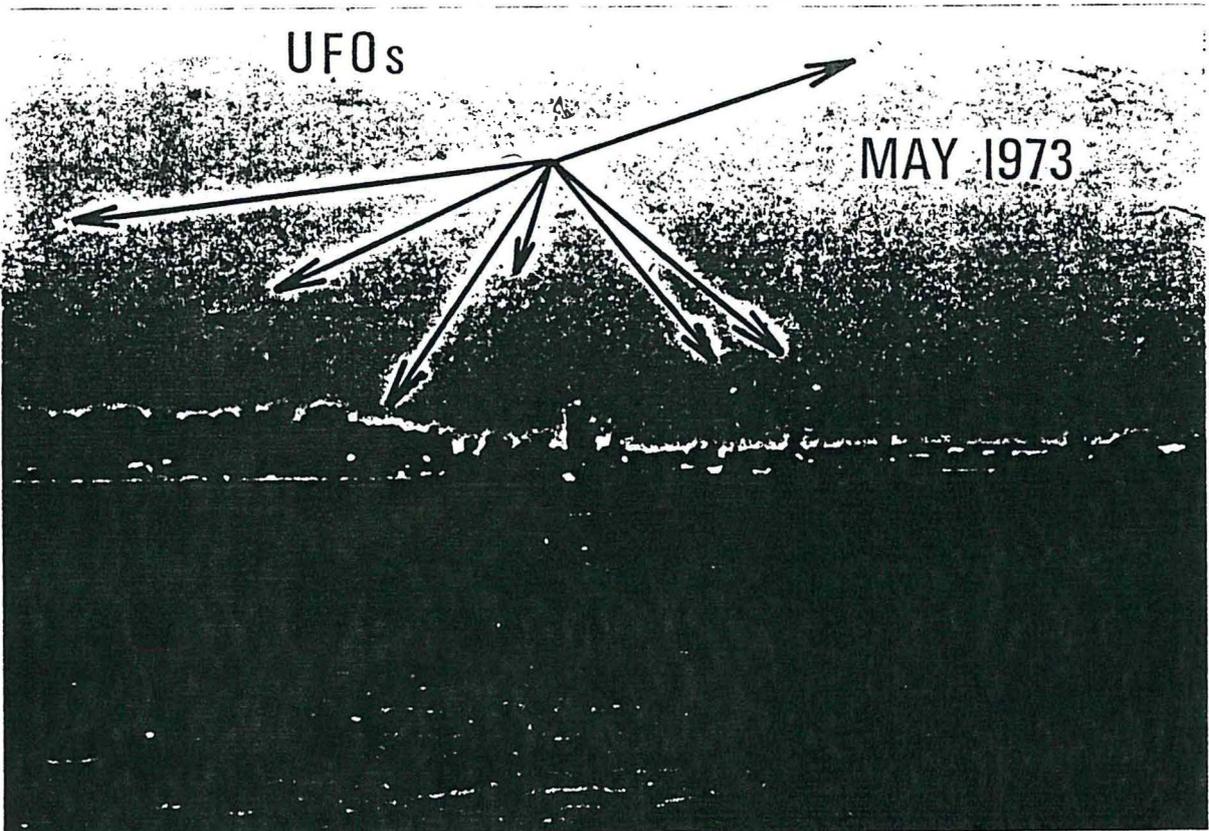
Transportation Secretary Richard Trainor said thousands of air pockets beneath the deck of one span must be filled with epoxy.

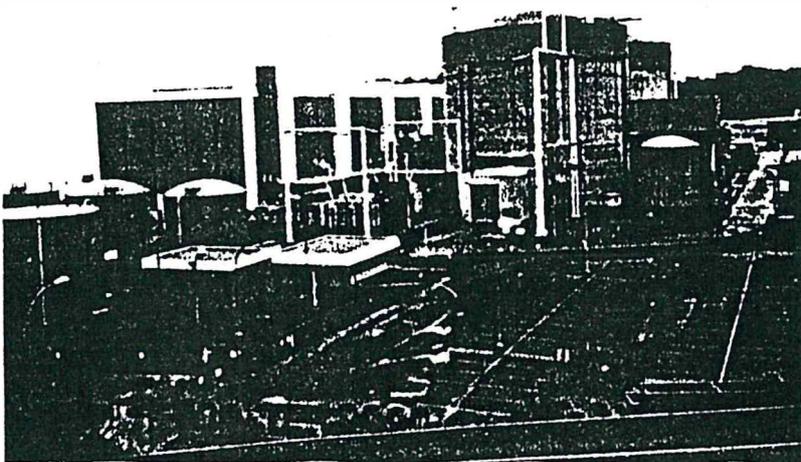
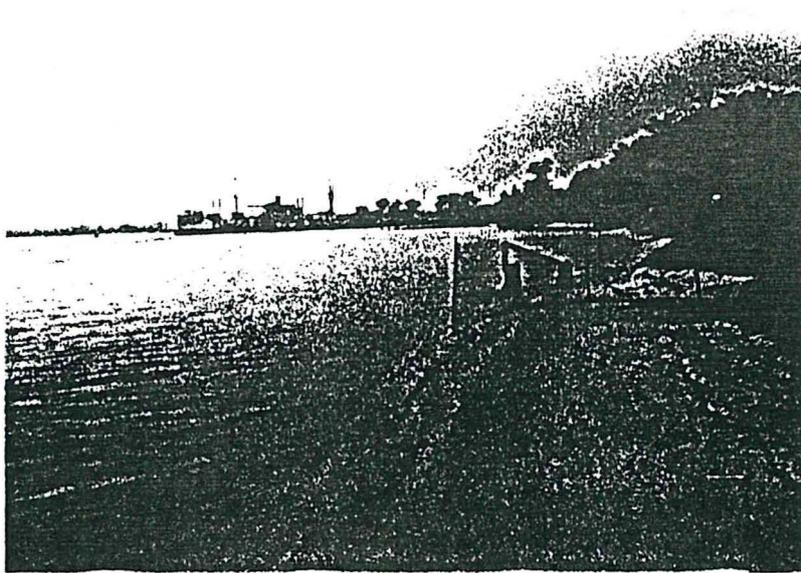
Trainor said there was no danger to the integrity of the bridge itself, but he said it could cost as much as \$1 million to fix the cracks.

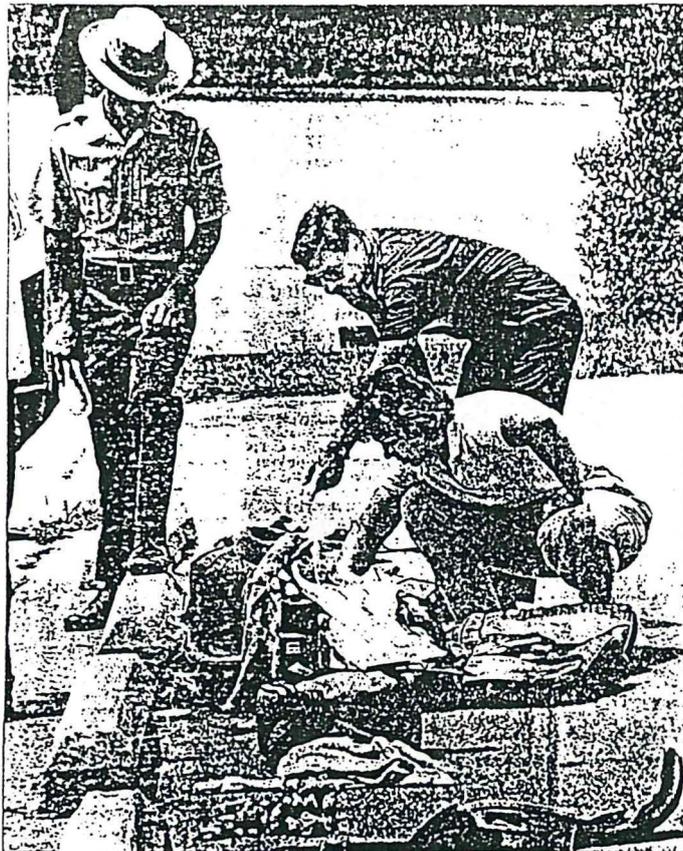
"It may be improperly done, or maybe the design was off. I really haven't seen a determination," Trainor said. "I think the decision was made to make the correction and then we'll go through and figure out (what caused the cracks)," he said.

Trainor and Gov. William Donald Schaefer both said they expect Whiting-Turner Construction Co., the contractor that did the resurfacing, to pay for the repairs.

"Unless they can show us that the design was wrong or that there was some other element that was wrong, as far as I know the contractor would probably pay the cost," he said.







At Sandy Point State Park, from left, DNR cadet Floyd Dunfee, John Michelli of the FAA and Federal safety inspector Pam Kleckner sift through debris from yesterday's plane crash.

Small plane plunges into Chesapeake

2 missing; search goes on

By KYRA SCANTON
Staff Writer

A search continued this morning for the wreckage of a single-engine plane that crashed into Chesapeake Bay about a mile north of the Bay Bridge yesterday morning.

Coast Guard officials reported that there were two men in the Cessna 182, which crashed about five minutes after its 4:30 a.m. takeoff from the Bay Bridge Airport on Kent Island.

Aviation officials would not identify the men, pending notification of next of kin.

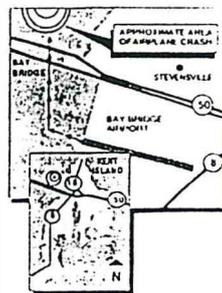
A search team that included divers and helicopter pilots found only a handful of floating items yesterday, including cigarettes, duffel bags and a pair of airplane seats.

The search, being led by the Natural Resources Police, found no traces of the fuselage of the four-seat plane, which was en route to Montreal.

However, divers recovered a body part possibly linked to the crash, Sgt. James Cope said. The county medical examiner is investigating.

"As to the wreck, it doesn't say a lot," said John Michelli, a Federal Aviation Administration inspector at the scene. The pilot should have been able to make the four-hour trip to Canada without stopping, he said.

But the pilot appeared to have followed a routine flight pattern



By M. MARYLAND, THE CRASH

said Tom Davis, manager of the airport, which follows orders from Baltimore-Washington International Airport. The runway at the airport, just south of the bridge, nearly parallels Route 50.

"Pilots would take off with a right-hand departure, pick up a clearance from Baltimore and then pick up a heading as Baltimore directed," Davis said.

The pilot had filed a flight plan, which should have included complete details about passengers and flying route, with an FAA flight service station in Leesburg. No one at the Leesburg station could give information about the plan, a supervisor there said.

(The CRASH, Page A1)

CRASH

(Continued from Page A1)

Strong currents through the bay's central channel carried debris from the single-engine plane along a 2-mile stretch yesterday, Cope said.

"We have a strong ebb flow," he said. "Anything that is located is being swept down the bay."

Coast Guard vessels and aircraft joined about 10 marine police boats and a state police helicopter in the search, which was called off shortly after dark. County rescue boats and divers also assisted.

"We have never positively identified a scene," said Cope. The area was closed to boaters, and the Coast Guard issued a radio warning.

The pilot was in contact with the BWI control tower at takeoff, but the tower lost contact about 5 minutes later, when the plane should have reached an altitude of about 2,500 feet, Michelli said.

"Nobody was around," he said. "We have no witnesses."

Marine police divers were searching in almost 50-foot waters yesterday, although murky water limited visibility to about 30 feet, said Pam Kleckner, an air safety investigator with the National Transportation Safety Board.

Searchers combed a 4-mile area for debris, which was taken to a command post at Sandy Point Marina, where investigators began to search for clues to the accident.

"We have found nothing so far as to the external frame of the aircraft," Ms. Kleckner said.

Searchers had determined a tail number for the airplane, but would give no details, Michelli said.

"We really don't have anything except cigarettes and charts," said Michelli, who is based at BWI.

The 1982 airplane, which was kept at the Kent Island airport, was flown last about 10 days ago, Davis said. The owner moved to Kent Island about three months ago, he said.

"As far I know, there has been no squawks from the owner of the airplane about the airplane," said Davis, who could not say when the Cessna was last serviced. "I can only assume that the airplane was all right."

Debris was taken from Sandy Point Marina to a DNR office in Matapeake, where the investigation will continue.

There have been four deaths in three separate accidents in the early 1970s from earlier crashes at the Kent Island airport, the NTSB reported.

Sabotage called a 'possibility' in plane crash

By SCOTT HARPER
Staff Writer

Jeffrey and Richard Kila, the sons of a wealthy industrialist, took off in their private plane from Bay Bridge Airport July 24 en route to a family retreat in Canada.

Minutes later, as they were verifying their flight plan with Baltimore-Washington International Airport, their radio went dead in mid-sentence. The single-engine Cessna 182 then started to nose dive.

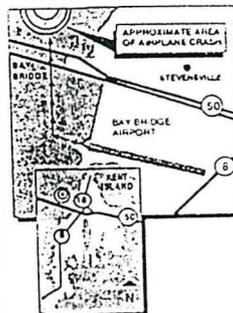
At about 4:30 a.m. the plane crashed into the Chesapeake Bay about a mile north of the Bay Bridge. It struck the deep murky water at an estimated 275 knots, smashing the plane to pieces and killing both brothers.

For the next three months, investigators from at least five agencies tried to determine a cause for the accident. And now, still at a loss to explain the accident, investigators are not ruling out the possibility the plane was sabotaged.

One federal inspector even called sabotage "a good possibility," considering the strange circumstances surrounding the case.

"It's all very bizarre," said John Michelli, a Federal Aviation Administration inspector who investigated the crash and concluded that there are no conclusions.

"There just are so many things that don't make sense in my



opinion, I'd say sabotage is a good possibility."

The question of sabotage was first raised by the brothers' father, John Kila, when he met with investigators. His suspicion, investigators and family said, stemmed from a controversial lawsuit he instituted against the French government.

Kila, who is Dutch and a pilot himself, has made his fortune in the paper business, specializing in re-vamping paper mills.

He was hired by the French to perform such jobs on several occasions throughout the country's economic

(Continued on Page A1) (of 3)

Search for plane resuming

By JANE McHUGH
Staff Writer

Three Natural Resources Police divers are searching today for the wreckage of a light plane that recently crashed in the Chesapeake Bay, officials said.

The divers were called in this morning because sonar equipment yesterday identified an object underwater near Love Point that might be a piece of the aircraft, a DNR police spokesman said.

The family of the two brothers killed in the July 24 crash hired a marine salvage company to search for the wreckage, officials said. The company has been using sonar equipment in the water.

"We think we have a 'hit' from

the sonar system which identifies what we are looking for," said Cpl. Ralph L. Parker, marine police spokesman. "So far we have not found a plane, but we will use divers today to see if what we found on the 'hit' was a plane."

A "hit" is a signal on the sonar system that an object has been found, he said.

Searchers have not found any wreckage from the plane since the Sunday it crashed into the bay, Parker said. Some body parts of the victims were found, however.

Brothers Jeffrey Albert Kila, 33, and Richard Henry Kila, 27, both of Kent Island, died in the crash.

The cause of the crash still has not been determined.

Crash a mystery

(Continued from Page A1)
Kila family members.

When he finished the task the French government nationalized the mills, creating some ensuing "political problems," they said.

Kila sued to reverse the government seizure and reinstate his assets in the mills, family said. The case still is pending trial in the French courts, they said.

Kila, who now lives in Chester, suffered a stroke just prior to his sons' crash, and family members did not want him interviewed.

But Edward Kila, a third son, responding to questions about the possibility of sabotage, said: "They (his brothers) had no enemies. But it is something we've thought about."

Neither Jeffrey Kila, 33, or Richard Kila, 27, were involved in the paper business. Both had just moved to Maryland from Texas a week before, and both were staying with their parents at a family home in Chester.

Kila said the French government has pressured the family since the lawsuit was filed, but declined to answer any specific questions on the suit or the pressure.

"It would be dangerous for me to comment, especially since the case is still in courts. I don't want to do that."

A spokeswoman for the French Embassy in Washington, D.C., declined comment on the lawsuit or John Kila and his business.

Inspectors stress that they have found no physical evidence of sabotage. And although no federal, state or private inspector is willing to discount sabotage as a possibility, some are more skeptical than others.

"I'm not saying it didn't go through my mind, it certainly is intriguing, especially for you people in the media, but really, I don't see any credibility behind it," said Mike McCook, whose firm, Reid-McCook Associates Inc., was hired by the Kilas to help salvage the wrecked plane.

Still, an inspector for the Maryland Natural Resources Police said the department looked into "every scenario, even space debris," and nothing cleared all lines of questions.

"You can't come out and say it was sabotage or not sabotage," said Cpl. Randy Witter, of the Criminal Investigation Division.

"We just don't know. It's a possibility, but I don't know if anyone will ever know."

From interviews with inspectors, the major holes in any plausible explanation seem to be:

■ Both brothers were instrument-rated pilots, with more than 400 hours of flying time under their belts.

While some considered them inexperienced pilots, saying 400 hours is not much air time, Michelli and others described them as very capable flyers.

■ The sudden radio blackout would indicate a power loss. But the engine continued to operate — in fact, the plane accelerated during its nose dive. Also, key instruments on board were powered by two different sources, just in case of any emergency power outages.

Michelli said it would be "pretty damned remote" for both sources to go out.

■ Edward Kila had flown the plane four days prior to the fatal flight on July 24. He described it as "running like a top." The plane was not maintained between the two flights, Kila said.

FAA inspector Michelli said that after looking at the evidence, it seemed like the plane "had been shot out of the sky." But no burn marks or other signs of an explosion were found on any part of the salvaged aircraft.

Also, the control tower at BWI watched the plane go down on the radar screen and saw it crash into the bay. If the plane had blown up, traffic controllers would have noticed it, Michelli said.

Following the crash, Cessna sent its own inspector to Maryland to determine if mechanical failure was at fault. Bill Ross, of Cessna, inspected the engine, which had been salvaged intact, and found it in perfect order.

Ross said sabotage was mentioned to him "in passing" before his inspection. He checked for evidence of tampering in the engine, but said he could not find anything indicating foul play.

Still, Ross said sabotage should be considered a possibility.

Ross, too, left Maryland with no explanation for the crash.

"It's a mystery," he said. "We had considered them hitting a bird or duck. But there would have been feathers. No one found any feathers."

Bay Bridge Airport, like most general aviation airports, does not provide security. The Kent Island airfield is manned from 8 a.m. to 8 p.m.

Airport manager Tom Davis said "people wander around here all the time" but stressed that he has never received complaints of anyone suspicious on the grounds.

He said no one saw the Kilas take off on July 24.

The Kilas had kept their plane at the airfield for about three or four months prior to the accident; The case has been turned over to the National Safety Transportation Board, which ultimately will decide the cause of the accident.

Pam Kleckner, air safety inspector in charge of the investigation, said the board is not ruling anything out, including sabotage.

Ms. Kleckner could not say when a final report will be written.

"As soon as we know what happened that morning," she said.

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Pentagon to Curtail Electromagnetic Tests

Environmental Impact Study Required for Experiments Involving a Type of Radiation

By George C. Wilson
Washington Post Staff Writer

The Defense Department, under a legal agreement reached Friday night, must stop or moderate its electromagnetic pulse experiments at laboratories in Virginia, Maryland, Alabama and New Mexico until the government determines whether the energy is harming people and wildlife.

Electromagnetic pulse (EMP) is one type of radiation generated by nuclear explosions.

The Pentagon has been simulating EMP to determine how to pro-

tect the circuitry in its planes, tanks and ships from being disabled by it.

The Soviet Union, according to the Pentagon, is far along on a "zap gun" that would use EMP radiation to kill troops and disable vehicles, and the Pentagon is interested in developing a similar weapon.

The Justice Department, representing the Pentagon, reached the agreement this weekend with the Foundation on Economic Trends, an environmental group that sued on the grounds that the experiments were proceeding without the government first assessing their potential harm.

Under the agreement approved by U.S. District Court Judge John Garrett Penn, all the EMP generators will be shut down at the Army's Harry Diamond Laboratories in Woodbridge until an environmental assessment, including public hearings, is completed.

Once that preliminary assessment is in hand, the laboratory could resume operations of the EMP generators at low levels until a full environmental impact statement, as required by the National Environmental Policy Act, is filed. In the meantime, no new EMP generators could be constructed at Woodbridge.

A battle has been raging behind the scenes at the Army's Woodbridge labs over whether the electromagnetic experiments posed such a hazard to people in the area that a full environmental impact statement was needed, according to officials familiar with the controversy.

The foundation had taken steps to question two employees of the laboratory, John Ganz and Connor Gibson, about their environmental concerns and the alleged suppression of documents when the Justice Department suddenly decided to settle the case.

SUNDAY, MAY 15, 1988 A19

The settlement states that the Navy's EMP facilities at Patuxent, Md., Naval Air Station must be operated at low voltage, not more than one kilovolt per meter, until the environmental risks are assessed. The Navy's Empress I EMP simulator in the middle of Chesapeake Bay may not be operated at all until the impact of its pulses is assessed. The projected Empress II pulse generator could not be built unless the Pentagon first files an environmental impact statement, the agreement states.

The Army also must shut down its EMP simulators at Redstone Arsenal, Ala., and White Sands Missile Range, N.M., until after it assesses the hazards to the environment.

The Defense Nuclear Agency, which conducts EMP experiments at Kirtland Air Force Base, N.M.,

also will have to file an environmental assessment before re-summing operations at full power.

The Navy simulates EMP at China Lake, Calif., away from populated areas. This facility was not affected by the settlement.

Under the agreement, the foundation reserves the right to require a full-fledged environmental impact statement if the first assessment is found wanting.

Jeremy Rifkin, president of the foundation, which sued the Defense Department in March 1987, hailed the settlement as "an historic first" because "a federal court recognized the potential hazard of electrical pollution in our society."

The foundation seeks to have the government determine and establish safe limits for the kind of radiation generated by EMP experiments.

Navy Electromagnetic Test Set Today

Pulse of Energy to Be Released Off N. Carolina Coast

United Press International

NORFOLK, June 6—The first attempt to test the durability of Navy ships following the detonation of a nuclear weapon will get under way Tuesday about 15 miles off the coast of North Carolina, Navy officials said today.

The Empress II barge tests will involve release of an intense, split-second burst of electromagnetic energy designed to simulate the electromagnetic pulse (EMP) that would follow were nuclear weapons fired above the Earth's atmosphere.

The barge, departing the Little Creek Amphibious Base, will take a position east of Corolla near the Virginia state line, said Navy Master Chief Troy Snead in Norfolk. The tests will conclude Friday.

Snead said the Navy hopes to determine "what effect it would have on a ship in the event that we had a nuclear detonation, what effect would it have on our equipment, [and] could we still function."

The \$40 million barge is equipped with two diesel generators and a fiberglass antenna capable of generating pulses up to 7 mil-

lion volts, Snead said. The barge will carry about a half dozen Navy personnel.

The Empress II tests, or Electromagnetic Pulse Radiation Environment Simulator for Ships, were allowed to begin after a federal judge lifted a restraining order.

Some North Carolina residents oppose the tests and question the safety of the exercise.

But the Navy said it will monitor the exercise to assure coastal residents that the electromagnetic releases will not harm people, wildlife or civilian electronics.

EMP: Fallout over a naval EMPRESS

Since the Navy first announced its intent to build and operate an electromagnetic pulse (EMP) simulator in the Chesapeake Bay — one of the most productive estuarine systems in the world — there has been growing concern about the project's potential environmental impact. The most recent concerns appear in responses to a new environmental evaluation of the project, in strongly worded comments in a joint resolution by the Maryland legislature and in a lawsuit filed last week.

EMP is the rain of "Compton electrons" produced when gamma rays emitted by the detonation of high explosives — such as nuclear weapons — collide with air molecules. This electronic fallout will induce current or voltage surges through any electrically conducting material (SN: 5/9/81, p.300). While electrical equipment based on the old vacuum-tube technology is relatively immune to it, an EMP could literally fry sensitive electronic devices like those contained in computers, modern consumer electronics and communications systems.

The U.S. military's concern about EMP's possible incapacitating effects on weapons during a nuclear war launched a massive campaign to electronically shield all potentially vulnerable equipment (SN: 5/16/81, p.314). The Navy's proposed Electromagnetic Pulse Radiation Environment Simulator for Ships (EMPRESS-II) — an antenna system emitting simulated EMPs from atop a barge — would generate more realistic ("threat level") pulses than are now possible, to test how well shipboard electronics have been shielded.

Though in general EMP has been viewed as a problem only for electronics, a number of organizations are coming to question whether it is, in fact, biologically benign. In 1984, the Navy issued a draft "environmental impact statement" (EIS) on EMPRESS-II, as required by law for projects considered highly controversial or with the potential to "significantly affect the quality of the human environment." (There is a much smaller EMPRESS-I facility, for which an environmental assessment has not been done.) But the paucity of biological-effects data on EMP described in the EIS only generated more public concern.

So the Navy commissioned additional studies on potential short-term effects to aquatic life or waterfowl, and published these in a supplemental draft EIS, issued last December. Although the report does say there is evidence "to assure us that EMP has no effect on humans," official comments on this document, filed over the past six weeks, indicate significant public objections to EMPRESS-II still remain.

For example, the Environmental Pro-

tection Agency (EPA) reports that "we do not agree with the supplemental draft EIS that EMPRESS-II will cause no impact to organisms of the Chesapeake Bay." According to EPA's Feb. 27 letter, many questions EPA raised earlier about potential impacts of the project remain unanswered, and "statistics presented in the report do not clearly support the conclusions that were drawn."

EPA says that studies involving birds "were too limited . . . to allow definite conclusions," and that too few tests on oysters and crabs were conducted "to allow for any conclusions." Some of the reports of tests on fish not only are confusing and contain discrepancies, according to the agency, but also "lack sufficient data points for reliable statistical analysis." And it says it is possible that some boaters in the bay during EMP-simulation tests could experience a "brief painful shock."

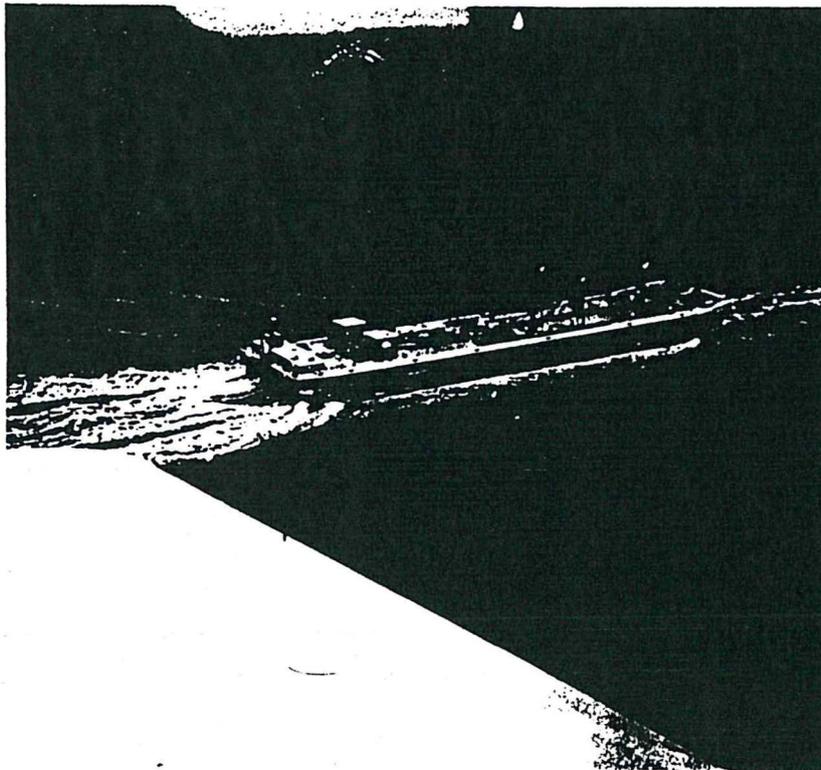
Both Maryland and Virginia, states bordering the bay, strongly oppose siting the EMPRESS-II facility in the Chesapeake. Among Maryland's objections are

complaints that: EMP effects on marine electronics have not been adequately assessed, "the Navy has prematurely discounted the effects of [EMPRESS-II's] operation on the Calvert Cliffs Nuclear Power Station" 20 miles away, and the EIS fails to project chronic or long-term impacts of zapping estuarine life with EMPs. Among Virginia's concerns are potential hazards to humans, including cardiac-pacemaker failures and electrical shocks.

Last week Jeremy Rifkin and his Washington, D.C.-based Foundation on Economic Trends joined the fray with the filing of a lawsuit asking the Defense Department to prepare a programmatic EIS on its entire EMP-simulation program. As a precedent, Rifkin cited a similar suit he won asking for an EIS on the Defense Department's biological weapons program (SN: 2/28/87, p.132). But in this suit, unlike the biological weapons suit, Rifkin is seeking to halt the EMP program until a program-wide EIS is completed.

The Navy says it is "inappropriate" to comment on the lawsuit prior to its resolution, but hopes to decide whether to proceed with EMPRESS-II by late summer.

— J. Raloff



Among engineers, there is plenty of folklore to suggest that certain kinds of electromagnetism discombobulate people as well as computers.

EMP tests under fire: DOD must shut down most — for now

This week the Department of Defense (DOD) agreed to put on hold much of an important nuclear-effects testing program until it has established that the radiation emitted by at least 11 affected test facilities will not harm the environment. Part of a court-ordered stipulation, the agreement works toward resolving a legal challenge initiated last year by two environmental groups, the Foundation on Economic Trends (FET) and the Potomac River Association. FET President Jeremy Rifkin says the agreement is important environmentally "because this is the first time a federal agency has acknowledged that there's a whole new form of pollution to be considered in the coming decades: electronic pollution."

At issue is the safety of DOD's electromagnetic-pulse (EMP) simulators — facilities used to test the vulnerability of strategic military systems to EMPs. This electronic fallout is a rain of Compton electrons produced when gamma rays emitted by the detonation of high explosives, especially nuclear weapons, collide with air molecules. Though deadly to unprotected electronic components, such as computer chips, the radiation has for decades been presumed innocuous to living things.

Recently, however, concerns over its potential impacts have been escalating. The State of Virginia, for instance, has registered concern over an EMP simulator's potential effect on cardiac pacemakers. Just last year the Environmental Protection Agency (EPA) challenged a DOD study involving the safety of the Navy's EMPRESS-II simulator. Initially slated for operation in the Chesapeake Bay. In a letter to DOD, EPA officials said, "We do not agree... that EMPRESS-II will cause no impact to organisms of the Chesapeake Bay" (SN: 3/21/87, p.182).

In their lawsuit against DOD, FET and the Potomac River Association charged that DOD violated the National Environmental Policy Act (NEPA) by setting up and operating EMP test facilities without first formally assessing whether the non-ionizing radiation they emit might harm the environment. Pending an initial "environmental assessment" of each facility's emissions, DOD has now agreed to shut down most of its EMP simulators and operate at very low power all but one of those remaining. None of these will be able to resume full-scale testing until it complies with the NEPA — usually done by issuing a site-specific "environmental impact statement."

The sole exception is a simulator at Kirtland (N.M.) Air Force Base that will be allowed to operate normally. The plaintiffs did not challenge this exception, Rifkin says, because "it's in a remote area." However, DOD has promised to provide an assessment of the Kirtland

simulator's environmental effects within 15 days of the new agreement being formally signed in court. (At press time, that signing appeared imminent.)

The court-ordered agreement is the latest of several major policy developments affecting EMP test facilities in recent months. For instance, Congress inserted a provision into the Defense Appropriations Act, passed late last December, that prohibits the Navy from operating EMPRESS-II in the Chesapeake Bay until the Secretary of Defense certifies these tests are essential to national security and that the economic, environmental and social costs of operating the simulator elsewhere would be far greater.

On March 24, a group of citizens' advocates led by Patricia Axelrod of Washington, D.C., went to U.S. District Court requesting a temporary restraining order to shut down testing of electronic components in the newly assembled EMPRESS-II simulator. Axelrod's primary concern was not EMPs' effects on living systems but their potential effects on such things as a weapon's electronic components — including the fuze triggers that activate rockets, bombs and mortar shells — and its solid and liquid fuels.

The Navy has conducted EMPRESS-II component testing at its Cheatham Annex in Virginia. Axelrod notes, about two miles from the Yorktown (Va.) Naval Weapons Station. This concerns her, she says, because Yorktown is where naval vessels unload and store their weapons, including nuclear munitions, before going into Norfolk for servicing and maintenance. If EMPRESS-II component-testing emissions are high enough, they might trigger an accidental detonation of nuclear ordnance at Yorktown, she says.

But on April 29, Judge Thomas Hogan ruled that since the Navy's scientific data indicate the chance of an EMP detonation of ordnance is next to nil, testing can continue. Axelrod says she is considering an appeal.

Finally, three weeks ago the Navy issued its final environmental impact statement for EMPRESS-II — the first such assessment completed for any of DOD's EMP simulators. In the foreword to that document, the Navy announced for the first time its plans to formally abandon the Chesapeake Bay — its preferred location — as the full-scale testing site for its new barge-carried simulator. However, it said it would continue to consider the bay a fallback if economics or national security needs prohibited ocean testing.

That latter point concerns some, including Maryland environmental officials. Robert Lunsford, with Maryland's Department of Natural Resources in Annapolis, says his office is planning to protest this point. He argues the environmental impact statement contains insuffi-

cient economic data — cost estimates for shutting down boating and fishing in the test area — for the Secretary of Defense ever to responsibly determine when it pays to use the Chesapeake Bay as a fallback.

But at least for now, this issue is probably moot. Rifkin notes the DOD's new agreement shuts down EMPRESS-II until the Navy completes a new environmental impact statement — this one showing the simulator would pose no threat to living things at a specific chosen test site, probably in the ocean.

Scientists know little about the biological effects of electromagnetic radiation on life in the ocean — or elsewhere, for that matter. And that, says Rifkin, points to one major benefit of the new DOD agreement: It will dramatically enrich the data base in this area.

— J. Raloff

Mock nuke blasts go off

A team of U.S. and Soviet scientists, using advanced monitoring equipment, recorded seismic waves from a trio of simulated nuclear explosions in Nevada last week, as part of an agreement between the Soviet Academy of Sciences and the Natural Resources Defense Council (NRDC), a Washington, D.C.-based environmental group. The experiment is aimed at demonstrating that seismic monitoring techniques can reliably detect nuclear explosions from underground weapons testing (SN: 4/16/88, p.245).

Although it will take several months to analyze the recordings, the scientists involved in the project believe the experiment will help determine how far high-frequency seismic waves can travel. From the initial results, it appears that two of the three blasts registered at the seismic stations closest to the explosions. But the farthest station, located several hundred kilometers away from the blasts, failed to detect any of the explosions, says Thomas Cochran, staff scientist for the NRDC. Because the explosions were tiny compared with nuclear blasts, the scientists did not expect the seismic waves to reach all stations.

The third blast registered only faintly at the closest stations, and scientists are analyzing the explosion to explain this surprising result.

The NRDC hopes these experiments will prod the U.S. government into negotiating a total ban on all nuclear weapons testing. At present, though, the administration is focusing on two treaties that limit nuclear tests to 150 kilotons of TNT. The Soviet Union and United States have signed but have not ratified the treaties, because they have yet to agree on how they will monitor compliance.

T H E C H E S A P E A K E B A Y

Maryland's Chesapeake Bay is the largest estuary in the United States. It stretches for 195 miles from the Atlantic Ocean at its southern tip to the Susquehanna River at its northern most point. The Bay bisects Maryland from north to south creating the Western and Eastern Shores.

Spanning the Bay is the four mile long Chesapeake Bay Bridge linking Maryland's two shores. The bridge is actually two separate spans extending Route 50 (New I-68) from Annapolis on the Western Shore to Kent Island on the Eastern Shore.

Traveling across the bridge one can readily scan the Westinghouse complex and the Naval Academy field of radio towers with a quick glimpse to the south, Sandy Point State Park borders the bridge to the north. The Bay Bridge Airport runway parallels the bridge to the south on the approach to the Eastern Shore while the large red and white water tower at the National Security Agency Hydraulic Model site dominates the landscape further south. On clear days and nights, west bound traffic is treated to the scenic Baltimore factory skyline off in the distance to the north.

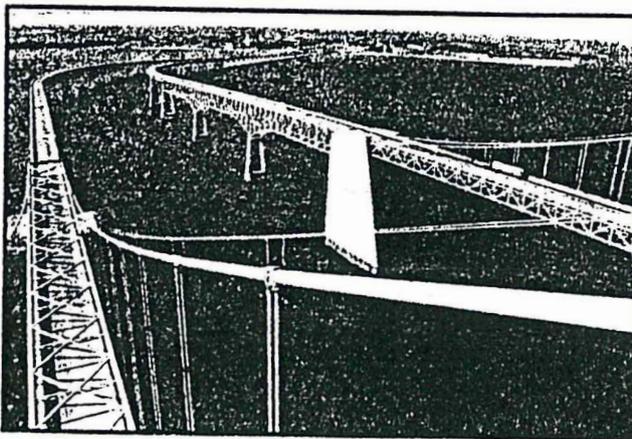
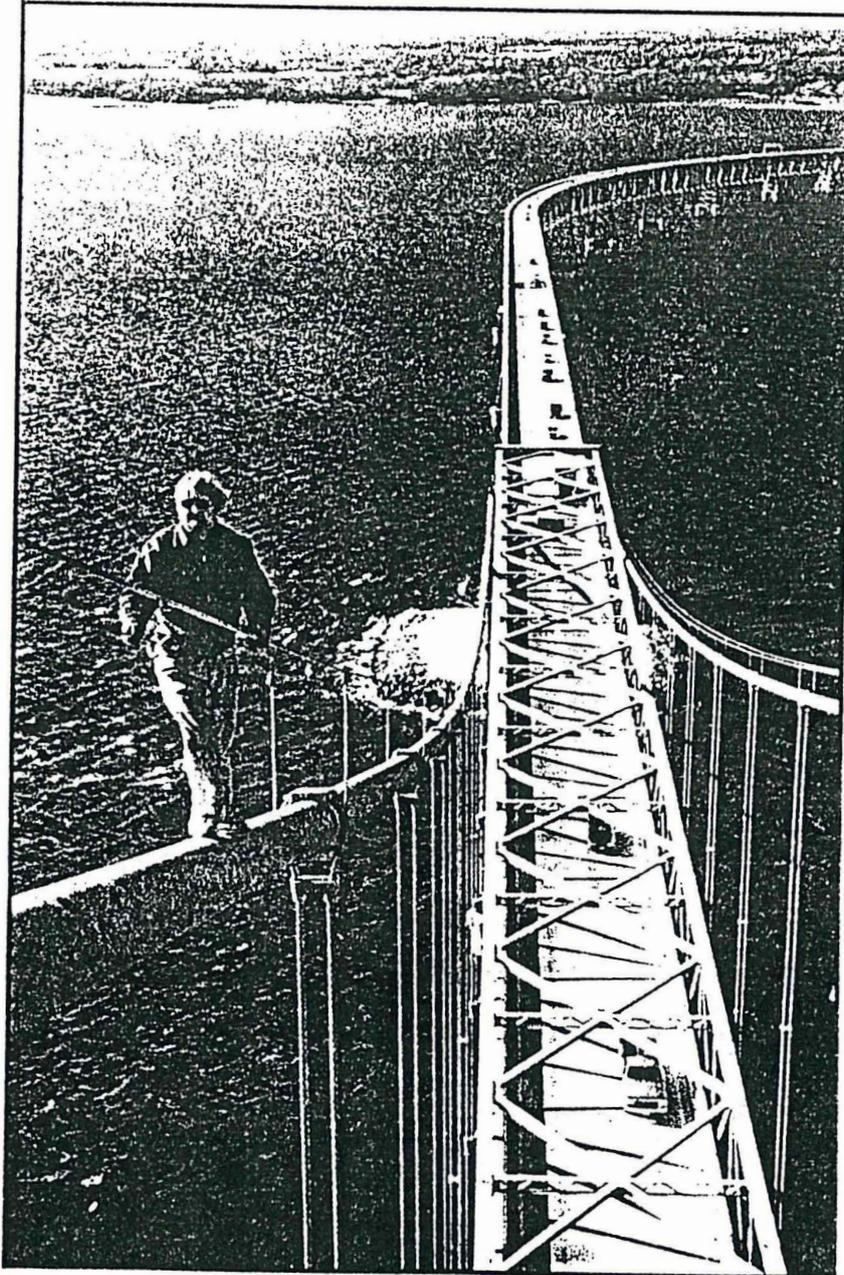
W E S T I N G H O U S E

As one of the country's leading defense contractors, Westinghouse Electric Corporation has a rich history of TOP SECRET activity. Two major company facilities exist in the Chesapeake Bay area. One is located in the north Anne Arundel County town of Linthicum, the other situated next to the bridge in the heart of much of the reported UFO activity.

Westinghouse by the Bay was one of the first facilities we looked into during our investigation of the nearby UFO sightings. Access to this somewhat secluded complex was relatively easy at first. After our initial investigation, as it seems with all of our field research, the facility suddenly showed new security measures. The access road was completely closed to the public. A guard house and perimeter fencing was installed with signs indicating that no photographs are allowed. Guard dogs patrol the premises. An aerial survey subsequently revealed new construction and helicopters have been observed coming and going at the site.

A hastily planned tour of the facility by then Vice President George Bush in August of 1988 revealed from newspaper accounts that the facility manufactures mine-hunting devices and torpedo sonar systems. The visit appeared politically motivated and coincided with a presidential veto that same day rejecting a proposed cut in high-tech research defense spending.

Little is known about their efforts regarding environmental research. We discovered evidence confirming one test involving toxins in the Chester River across the Bay. How such testing can be termed **TOP SECRET** is rather mysterious. Research regarding human adaptation to underwater living conditions has received some publicity. Underwater habitats called "donuts" were reportedly constructed in on-site chambers. One local fisherman pointed out that the waters in Westinghouse Bay are distinctly warm. He wonders, as we do, what technology is being developed at this intriguing facility landmarked by their own water tower.



Photos by Kathleen Duckett
— For The Capital

Scaling the twin spans of the Chesapeake Bay bridge may look like a daredevil stunt — but it's just part of the job for veteran maintenance worker Michael Clark.

WASHINGTON REGISTER

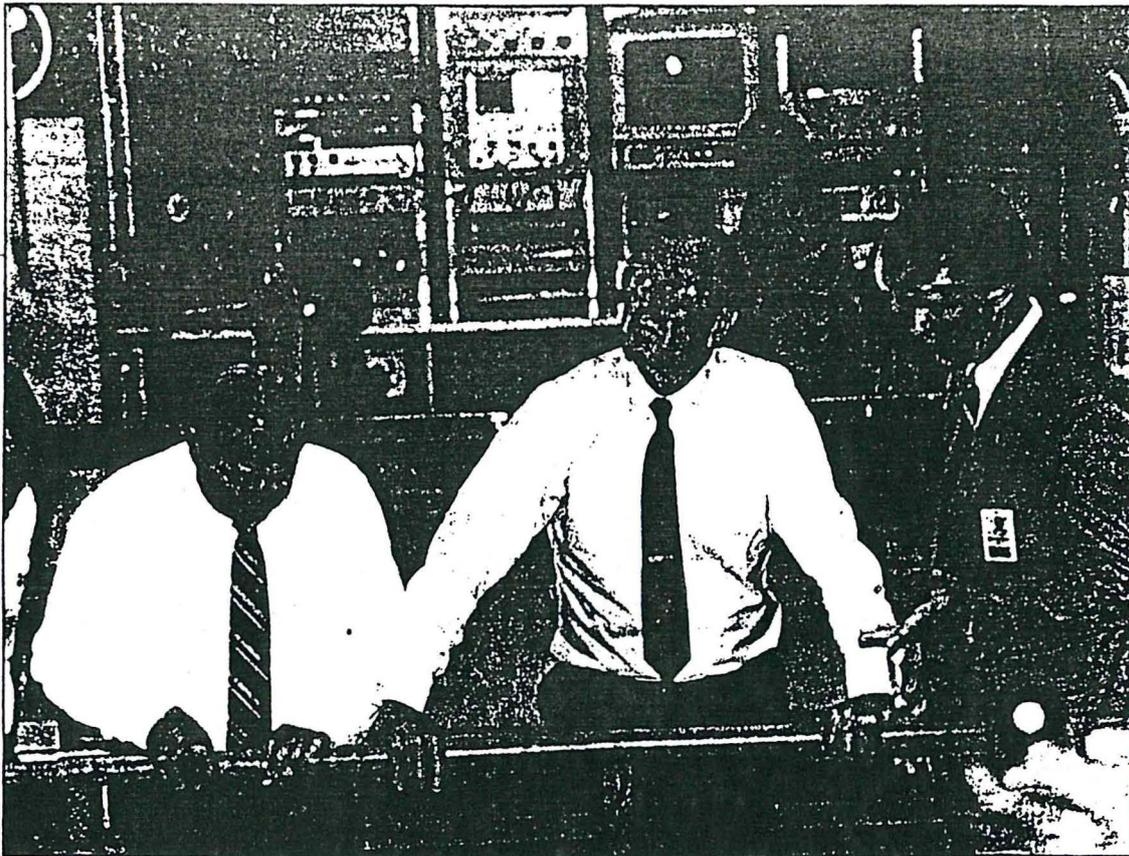
LARGEST DEFENSE CONTRACTORS IN METRO AREA

Ranked by total dollars obligated to DOD contracts in fiscal year 1988

RANK	NAME/ADDRESS/PHONE	TOTAL \$ OBLIGATED	CEO	COMPANY DESCRIPTION	NO. EMPLOYEES IN METRO AREA	HEADQUARTERS
1.	INTERNATIONAL BUSINESS MACHINES 1100 Frederick Pl. Gaithersburg, Md. 20878 (301) 240-0111	\$744,804,000	John F. Akers	Information processing	12,000	New York
2.	WESTHOUSE ELECTRIC CORP. 1801 K St. N.W. Washington, D.C. 20006 (202) 835-2300	\$377,218,000	John C. Marbut	Diversified global technology-based corporation	75	Pittsburgh
3.	LESTYS CORP. 8201 Greenboro Drive McLean, Va. 22102 (703) 847-3200	\$315,069,000	W. Michael Blumenthal	Systems support, products and services	3,829	Michigan and Pennsylvania
4.	FDIC CENTRAL CORP. 1800 Diagonal Road Suite 500 Alexandria, Va. 22314 (703) 738-2400	\$252,364,000	Carl Lindner	Diversified financial holding company	1,000-5,000	Columbus
5.	GENERAL MOTORS CORP. 1462 E. St. N.W. Washington, D.C. 20036 (202) 775-5027	\$207,343,000	Roger B. Smith	Business involved in automotive, non-automotive and defense products	75	Detroit
6.	HONEYWELL INC. 7900 Woodburn Drive McLean, Va. 22102 (703) 827-3000	\$155,335,000	Dr. James J. Renier	International controls company focusing on industry, space, aviation	3,000	Minneapolis
7.	FORD MOTOR CO. 818 Connecticut Ave. N.W., 9th floor Washington, D.C. 20036 (202) 785-6000	\$154,851,000	Donald E. Peterson	Business involved in automotive concerns and manufacturing	4,500	Michigan
8.	AMERICAN SATELLITE CO. 1821 Research Blvd. Rockville, Md. 20850 (301) 251-4300	\$137,199,000	William Perigard	Telecommunications and satellite company	700	Baltimore
9.	YEMELL CORP. 10030 Rosemead St. Suite 600 Fairfax, Va. 22030 (703) 385-4544	\$125,878,000	William J. Klausberg	Defense contracting, vocational, technical training	100	Fairfax
10.	COMPUTER SOURCES CORP. 8565 Arlington Blvd. Falls Church, Va. 22048 (703) 237-3000	\$112,680,000	William Hoover	Systems integration	6,000	California
11.	AT&T 1120 20th St. N.W. Washington, D.C. 20036 (202) 457-2000	\$102,298,000	Robert E. Allen	Worldwide communications capabilities	9,200	New York
12.	ALLIED SIGNAL CORP. 1758 Old Meadow Road McLean, Va. 22102 (703) 790-5980	\$96,642,000	Edward Hennessy	Business involved in auto, aerospace and chemicals	265	New Jersey
13.	ETSCON CORP. 1020 Thomas Jefferson St. N.W. Washington, D.C. 20037 (202) 342-4000	\$85,092,000	Jose J. Tzileas	Computer software systems, systems engineering and technical services	800	Washington, D.C.
14.	PLANNING RESEARCH CORP. 1500 Planning Research Drive McLean, Va. 22102 (703) 566-1111	\$83,431,000	Wayne Shelton	Weapon systems, training, simulation, public safety	2,500	McLean
15.	DYNACORP 3000 Edmund Halsey Drive Reston, Va. 22091 (703) 384-0000	\$83,090,000	Don Barnhart	Government contracting, infusion services	1,000	Reston
16.	ESAG INC. 5223 Leesburg Pike Falls Church, Va. 22041 (703) 871-4200	\$79,253,000	John Kucharski	Government contracting, instrument manufacturing	2,500-2,800	Massachusetts
17.	ADVANCED TECHNOLOGY INC. 12005 Sunrise Valley Drive Reston, Va. 22091 (703) 620-8000	\$75,900,000	W. Scott Thompson	Computer, engineering and management sciences	1,500	Reston
18.	ATLANTIC RESEARCH CORP. 5300 Chertask Ave. Alexandria, Va. 22312 (703) 842-4000	\$71,827,000	William Borton	Rocket propulsion, professional services, data communications, products and services	1,355	Alexandria
19.	TRW INC. 12450 Fair Lakes Circle Fairfax, Va. 22033 (703) 968-1000	\$69,854,000	Robert D. Williams	International company focused on products and services, high tech, space, defense, auto, engineering	3,000	Ohio
20.	CAI INC. FEDERAL 1700 N. Moore St. Arlington, Va. 22233 (703) 563-4800	\$63,570,000	J.P. London	International high technology and professional services corporation	900	Arlington
21.	LITTON INDUSTRIES INC. 4001 Entert Plaza East Washington, D.C. 20024 (202) 554-2570	\$54,770,000	Orion L. Hoch	Technology-based company that provides advanced electronic, defense and automation systems, and resource exploration to the U.S. and world markets	1,514	California
22.	TECHNOLOGY APPLICATIONS INC. 8101 Dominion Ave. Alexandria, Va. 22304 (703) 481-2000	\$54,448,000	James I. Chetman	Professional and technical services	450	Alexandria
23.	BOOZ ALLEN & HAMILTON INC. 4300 East-West Highway Bethesda, Md. 20814 (301) 961-2200	\$52,210,000	R. Michael McCullough	Applied sciences, weapon and information technology	2,800	New York
24.	BLANTECH INTERNATIONAL CORP. 2121 Edmonstone Avenue Alexandria, Va. 22314 (703) 836-6700	\$51,833,000	George J. Pedersen, chairman, Franc Wertheimer, pres.	Provides professional services to DOD, NASA, environmental sector and industry	930	Alexandria
25.	MARTIN MARSHALL CORP. 8201 Rockledge Drive Bethesda, Md. 20817 (301) 897-8000	\$51,542,000	Herbert R. Augustine	Microelectronics and information technology	1,600	Bethesda

Source: ZENITH/PRINCETON/Federal Contract Awards Information Service
 Note: List shows prime contract dollars obligated over \$25,000 that occurred in the government's fiscal year 1988 that were spent with appropriated funds. The government is then obligated to pay the contractor within the year. The dollars reported are for those prime contractors who have locations in the metro area. Employee figures are estimated.

Researched by Debra A. Brill



By Bob Gilbert — The Capital

Westinghouse's Frank Tighe, right, explains the company's acoustics testing facility to Vice President George Bush yesterday.

Bush tours Westinghouse plant

Defends Reagan veto of defense measure

By TOM KRISHER
Staff Writer

All the technical talk about transducers and acoustic testing tanks didn't stick with Vice President George Bush yesterday as he toured the Westinghouse plant near the Chesapeake Bay Bridge.

If given a quiz on the plant's high-tech underwater mine-hunting and sonar defense products, Bush candidly admitted that he would flunk it.

But he said he would remember the important role the plant's 834 workers play in keeping America's defense technology ahead of the Soviet Union, and "the importance of staying on the cutting edge" of technology with a strong, well-funded defense.

Bush's hastily arranged tour of the Oceanic Division plant came on the same day President Reagan vetoed a \$300 billion Pentagon spending bill. The vice president used the plant as a backdrop to support the veto and knock the Democratic-controlled Congress.

At a news conference in the cafeteria, Bush said the veto is good national security policy because the bill would cut high-tech research.

The bill kept the level of spending Reagan wanted, but the president complained it would have tied his hands in future arms-control negotiations and gutted his space-based missile system.

"If we start cutting our advanced technology edge as that bill did, it would not be good for our national security or the strength of our alliance (NATO)," Bush said.



By Bob Gilbert — The Capital

George Bush talks to reporters after yesterday's tour of the Westinghouse plant.

The bill would cut spending for strategic weapons and weaken the U.S. negotiating stance with the Soviet Union, he said.

"It makes no sense at all to unilaterally give them something by our cutting, our stepping back," Bush said.

His message played well to a lunchroom of (See BUSH, Page A10)

Says he's unaware of local debate plan

By TOM KRISHER
Staff Writer

Vice President George Bush's visit to the Annapolis area yesterday did little to ease doubt about whether a presidential debate will take place here Sept. 14.

Bush, when asked if he would attend the scheduled debate, had no knowledge of the city's selection or its preparation for the event.

"I'm very sorry. I knew nothing about a debate here," the vice president said, adding, "I love Annapolis. I'm very comfortable here."

Bush said there definitely will be "a debate or more" with Democrat Michael Dukakis, but that he did not know when. That decision will be made after the Republican National Convention, he said.

Dukakis has agreed to debate Bush anywhere, at any time.

Thomas W. Roskelly, city director of public information and tourism, said he wasn't surprised that Bush wasn't aware of the debate.

But he was encouraged by Bush's favorable comments about Annapolis, he said.

"I never anticipated anything other than word after the convention," Roskelly said. "Let's face it. Mr. Bush is not even the official nominee of his party yet."

The city will continue raising and spending money to prepare for the debate, so it doesn't miss a chance to showcase itself and Maryland, he said.

"When they push that 'go' button they're going to find that Annapolis is going to put on a first-rate show. I just don't know any alternate (See DEBATE, Page A10)

BUSH

(Continued from Page A1)

workers whose lives are dependent on the defense budget, and Bush said it was the workers he came to see.

The tour, arranged with about 24 hours notice to company officials, brought Bush by helicopter to bay-side plant. Shortly before his arrival, plant workers were putting the finishing touches on a cleanup of the lobby, wiping fingerprints off glass-enclosed posters.

Officials said the in-house graphics department worked all night to paint signs welcoming Bush to the plant and to print a visit agenda for reporters.

Company executives, including Chairman and Chief Executive Officer John Marous, met the helicopter and gave Bush a brief explanation of the mine-hunting AN/AQS-14, a device manufactured at the plant that looks like a framed torpedo. It is towed from a helicopter and used to detect underwater mines, and last saw action in the Persian Gulf.

From there, it was off to a transducer laboratory where workers make torpedo sonar systems, then to a laboratory where sonar devices are tested in water.

Bush, followed by about 150 reporters and photographers, shook hands with workers and sat next to them for a short time at their work stations.

One of his campaign staffers admitted during the tour that it was no coincidence the campaign stop was scheduled the same day as the Reagan veto.

In the cafeteria, Bush went through the line with the plant's workers, ordered an egg salad sandwich and iced tea and sat down at a table with nine workers picked by plant managers yesterday morning to lunch with him.

The workers all said they were surprised they were selected to eat with the vice president.

"I just came off vacation. I had no idea," said Dave Rossetti of Hillsmere, who works in marketing and sales.

Bush appeared cordial during the lunch, shaking hands and laughing with the workers, who said most of their discussion stayed away from political issues.

It focused, they said, on how Bush stayed in good physical con-

dition despite constant long days, his campaign schedule and how he handles an often hostile press corps.

Bush told the workers he golfed, played tennis, ran and rode an exercise bicycle to stay in shape.

Human Resources Supervisor Ola E. Allsup said Bush was impressed with the site and the view of Chesapeake Bay.

"He mentioned it was similar in many respects to his home up in Maine," Rossetti said.

The workers, interviewed after Bush left, all said they would vote for him in November because they fear Democrat Michael Dukakis will cut defense spending, a move that could ultimately cost them their jobs.

"I really believe that to be a fact," said Singleton. "His (Bush's) positions on defense really equate to what mine are."

T H E C H E S A P E A K E B A Y

H Y D R A U L I C M O D E L

The first stop on our tour across the Bay Bridge to the Eastern Shore and Kent Island places us on Route 8, Kent Point Road, headed south. Three miles south of the bridge at Matapeake State Park, adjacent to the Maryland Natural Resources Academy on the waterfront, is a 14-acre warehouse complex on 58.78 acres. Inside the warehouse complex is an 8-acre poured concrete replica of the Chesapeake Bay called the Hydraulic Model.

Ironically the County Plat Maps indicate that part of the property is owned by the Department of Natural Resources, the rest of the parcel is owned by the United States of America. According to reports from U.S. Senator Barbara A. Mikulski, the property on which the model is located is owned by the Army Corps of Engineers and leased to the National Security Agency. A larger parcel also bordering on the Bay and adjacent to the north is owned by the Convention of the P.E. Church in the Diocese of Easton some forty miles to the southeast.

The construction of the 14-acre shelter which houses the hydraulic model was started in February 1973 and completed in December 1974. Construction of the model itself was started in October 1974 and completed in May 1976 at a cost of \$15,000,000, reportedly funded by the National Security Agency. Considering the environmental concerns related to the Chesapeake Bay by the federal government and all of the surrounding jurisdictions, the funding source is certainly curious in light of all the available funding sources for such a project. What interest could the National Security Agency have in the Chesapeake Bay?

Not much was known about this massive replica of the Bay which was closed to the public in 1983. A rather cryptic brochure obtained by one of our researchers revealed most of the publicized details. The odd sized brochure indicates that the model is a project of the U.S. Army Corps of Engineers, Baltimore District and Waterways Experiment Station. Investigation and consultation further proved the brochure to be of European design. There was no standard Government Printing Office "star" and no Army Corps of Engineers logo.

The brochure reveals that the model was designed as a scientific tool to be used by the engineer, scientist, and water resource planner to analyze hydraulic problems that cannot be resolved from text books, experience, or mathematical treatment alone. It can reproduce to a manageable scale phenomena that occur throughout this large and complex estuarine system. It can be used to evaluate the effects of proposed structural and management programs. As an instrument and physical display, the model is unexcelled in its potential for the education of an interested public in the scope and magnitude of the problems and conflicts that beset this valuable resource "both now and in the future", according to the publication. As an operational focal point, it was designed to promote more effective liason among the many agencies working in the Bay waters and to help reduce duplication of research effort.

This intricate model was built to a horizontal scale of one foot to 1000 feet and a vertical scale of one foot to 100 feet. The limits of the model include the entire Chesapeake Bay and tributaries to the head of tide and the surrounding land area to

an elevation of 20 feet above mean sea level. Although the model did not look exactly like the real Bay, it produced to the proper scale the rise and fall of the tide, current speeds and patterns, the mixing of fresh and salt water, changes in water temperature, and the dispersion of sediment and dyes. In the model, time was compressed and because operating conditions could be changed at will, it was possible to study the effects of changes under circumstances rarely, if ever, observed in nature. For effective information retrieval, more than 26 miles of precision templates and over 700,000 metal sensor resistance strips were used in the construction. The water for the model was drawn from two deep wells and then treated in the 700 gallon per minute capacity treatment plant located in the northwest corner of the shelter. In order to duplicate reality, fresh water was trucked in from the actual fresh water tributaries as was salt water from the Atlantic Ocean.

The duplication capabilities of the model were nothing short of awesome. We could not begin to imagine what interest the National Security Agency might have in this intricate type of study of the Chesapeake Bay. Further investigation was mandated.

Debby Regimenti and another researcher visited the site in March of 1989. Two macadam driveways lead to the facility. Small signs indicating "US PROPERTY - NO TRESPASSING" are posted on trees throughout the landscape. An older wooden sign with the more traditional "U.S. GOVERNMENT PROPERTY - NO TRESPASSING" format appears off the main road near the rear entrance. "NO HUNTING" signs appeared in April. There is a small amount of fencing. On subsequent visits barricade cables were installed to

deny access to the main road driveway. Ground sensors and other sophisticated detection devices were evident when it became clear that they knew we were there before anyone could possibly have seen our arrival.

The model is housed inside Butler type buildings. A parking lot fronts the structure with additional parking areas on the property. Disregarding the signs the researchers drove twice around the property and observed a large garage type door. Inside they could see a dimly lighted facility with wires hanging from the ceiling, chunks of concrete, other vehicles, and lots of debris. The original model structure appeared to have been destroyed and the buildings gutted.

Outside a truck bearing the sign "LAMON PAINTING" was parked near a beige trailer. During all subsequent visits the truck was parked in the same spot. What appears to be streaks of silver paint samples line the exterior walls in the area where the truck and trailer are parked.

The researchers drove around to the Department of Natural Resources Academy located on the Bay side of the facility and inquired if the site was going to be used for the new 3-D computerized Chesapeake Bay model advertised by the Army Corps of Engineers. The new \$80,000,000 model was reported to be based on the data received from the old model. The DNR Policeman said, "Oh, I don't know. Why don't you go over and ask them!"

Undaunted, the researchers returned to the car and immediately noticed a man in a yellow sedan was conspicuously monitoring their movements. Returning to the main entrance to

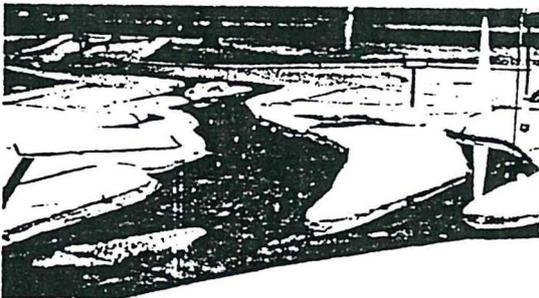
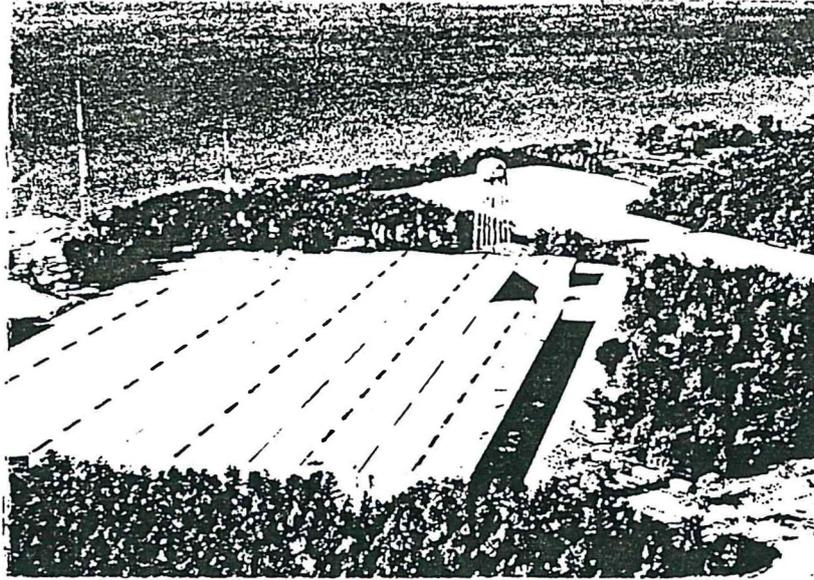
the model site, they entered the door marked "OFFICE". A middle-aged woman seated at the receptionist desk reacted as if she'd seen a ghost as the researchers approached her. She immediately interrupted her phone conversation by covering the phone and leaning forward to conceal the phone numbers on the desk set. She sat ten feet in front of a door bearing the notice, "POSITIVELY NO ADMITTANCE - AUTHORIZED PERSONNEL ONLY". She responded to inquiry by claiming not to know what was going on inside the facility that lay beyond the door. She said that the model had been gone for eight years and that she didn't know what was being done in the building. At that point the same man the researchers had encountered in the DNR parking lot next door stepped inside through the restricted doorway. Again the researchers could glimpse wires and lighting through the opened doorway. Boldly, researcher Debby Regimenti asked if she could see the former model. Her request was instantly denied. When she persisted, the woman said, "Didn't you read the signs?" She pointed out that she had been invited to come over by the DNR Policeman and inquired further if the site was being used to construct the new model. The man and woman exchanged glances and she replied that she didn't know. When the researchers finally departed, the man followed them in the yellow sedan until they reached Kent Point Road and then he apparently returned to the facility.

Several subsequent visits ensued and the security improved with each visit. Soldiers in camouflage field uniforms guarded the entrance and harrassed the researchers with reckless driving approaches in civilian vehicles. They would never directly

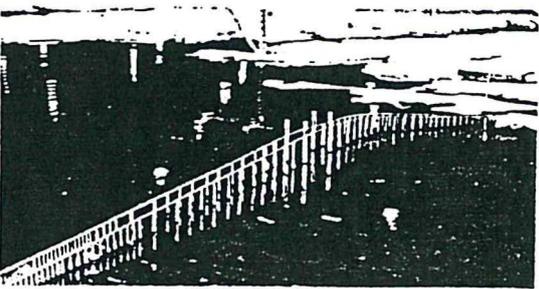
confront the researchers but would always intimidate in some way. On two separate occasions, Bob Oechsler was intimidated with vehicle assault in the state park area while photographing the activities. On one occasion a LeCar vehicle with Diplomat license plates emerged from one of the unmarked dirt driveways and was stopped by a DNR Police vehicle.

Research has revealed a variety of large cable spools and several dozen manhole covers stacked at the facility. There also exists a microwave tower and water tower. Whatever the plans are for this facility, it is quite obvious that the security measures are extraordinarily covert and effective. One researcher whose license plate was recorded while investigating the facility subsequently discovered a warning light on in her car. Inspection by a professional auto dealer determined that her brake cable had been cut.

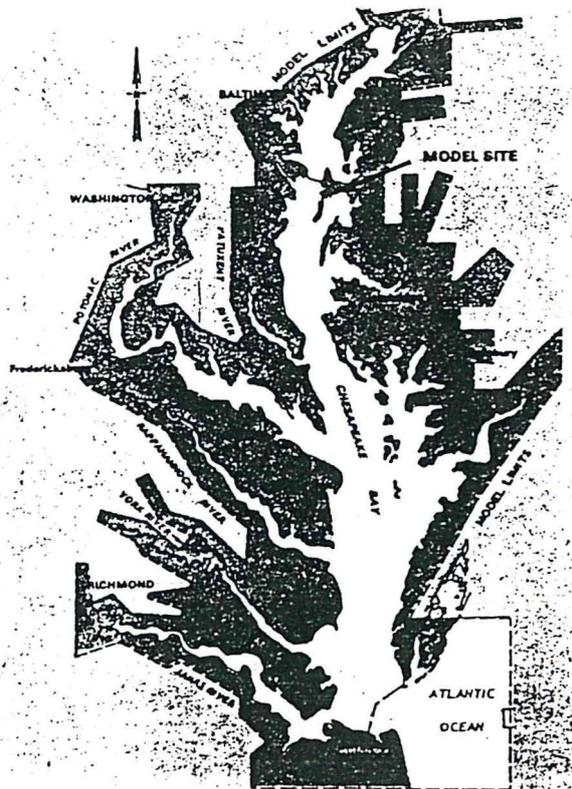
We wonder why the NSA sponsored the building of the model and what security interest could be so compelling that such a detailed analysis of the Chesapeake Bay was required? If the NSA was formed by Harry S Truman to deal with the extraterrestrial phenomenon, then its site on Maryland's Eastern Shore supports our theory that the UFO phenomenon has some intimate relationship with the Chesapeake Bay region. We discovered even more evidence of NSA interests on Kent Island a short distance away on Cox Neck road.

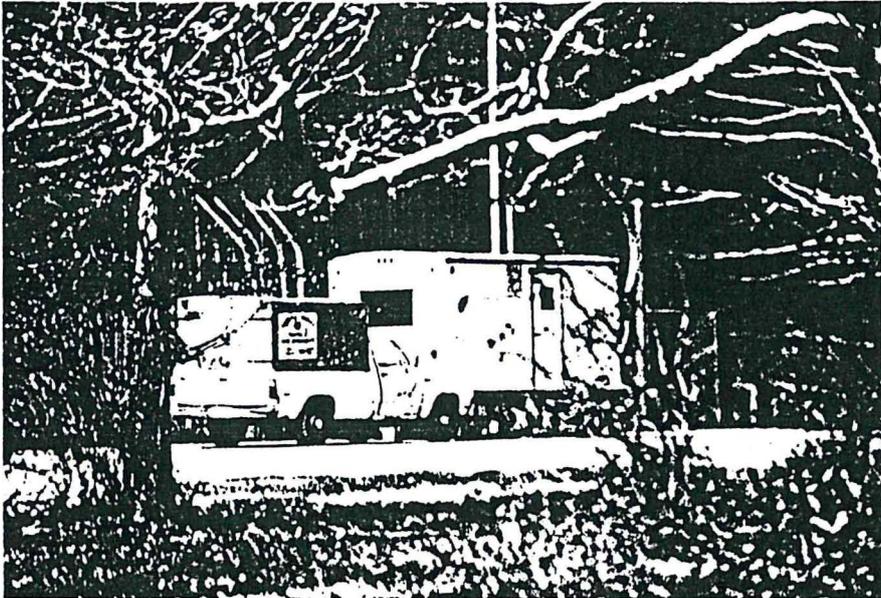
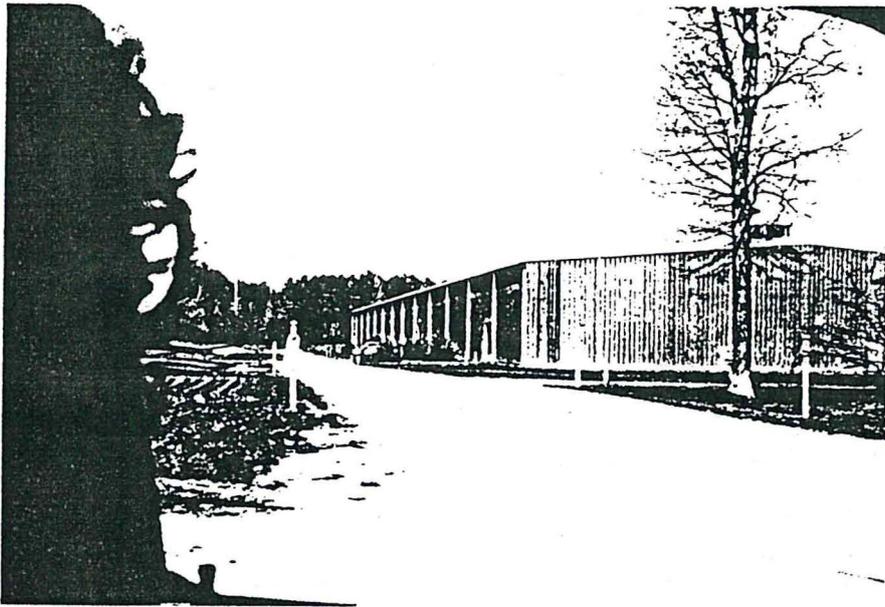


VIEW OF MODEL SHOWING WASHINGTON, D.C. AREA



VIEW OF MODEL SHOWING CHESAPEAKE BAY BRIDGE





C O X N E C K R O A D

Intersecting Route 50 in the middle of Kent Island at Chester is Cox Neck Road. Traveling to the south and about midway to the southern tip of the island is a grassy expanse of 210 acres dominated by another National Security Agency site. Residents state that the area has been flattened in recent years. Army trucks from Fort George G. Meade loaded with topsoil were observed leaving the site. The topsoil was transported across the bridge to the Naval Academy and used in the waterfront construction of an athletic field.

A long driveway previously made of crushed oyster shells is now a macadam surface. The upgrading is typical of the activity at the site suggesting a military buildup of some kind. At least a dozen towers have been constructed recently. A large white fiberglass ball perched above a steel frame tower suggests low-altitude radar or concealed antennae for sending and/or receiving electromagnetic waves. According to Navy physicist Dr. Bruce S. Maccabee, this is a typical method used to conceal the type and direction of microwave and other antennae equipment from the eyes of spy satellites. A large satellite dish at the site is also visible from the main road as are two observation towers resembling small airport control towers.

The driveway access is blocked by a locked chain link gate. A series of poles connected by an array of wires reveals a low frequency high gain transmitter facility at the end of the long driveway. Two small cinderblock structures are enclosed by chain link fencing that bear signs identifying "U S PROPERTY - NO TRESPASSING". This appears to be a typical trademark of the

National Security Agency which for some reason has stopped using the traditional "U.S. Government Property" signs. More clandestine intrigue was revealed when researchers checked the Queen Anne's County Tax Office records and discovered that the parcel is designated as property of the State of Maryland, Department of Natural Resources, suggesting State Government cooperation.

Along the parallel access road designated Route 552 one can see the construction of roads or runways. Approximately forty multi-pronged small antennae devices protrude from the acreage where topsoil was removed adjacent to the fenced complex. The possibility of a larger underground facility has been suggested.

One ten year resident stated matter of factly that the National Security Agency owns the property. Three miles to the west on Kent Island is another National Security Agency site, the hydraulic bay model on the waterfront. Although the Cox Neck Road site has been there for twenty five years, there has been a noticeable increase in activity observed by the local residents in the past year. One resident claimed that some of the "hundreds" of military helicopters that have begun flying over the island are landing there. Other locals stated that when cars and Army trucks line the driveway, they know that a "crisis" is occurring somewhere in the world.

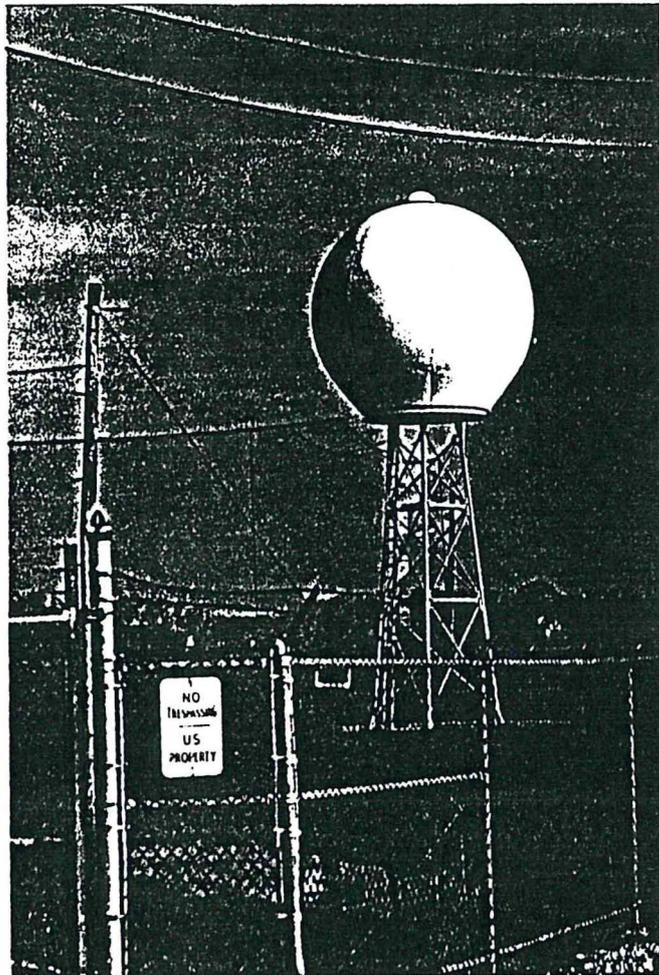
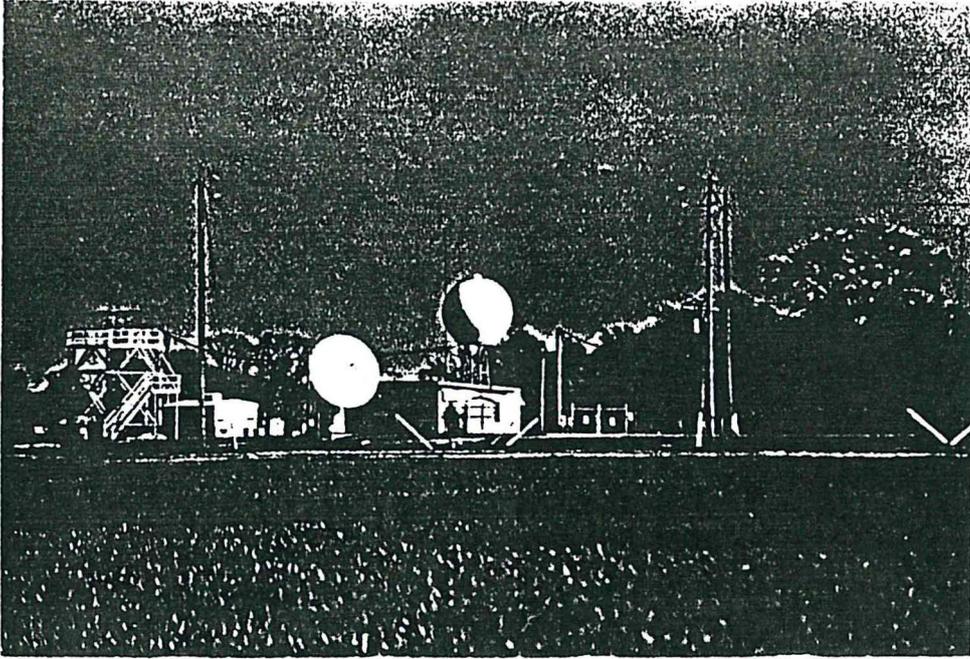
To researchers the site suggests some sort of communications and monitoring station. The observation decks are similar to those used for aircraft observation in the Guadalcanal region according to one informed researcher. Whatever the actual purpose of the site, its intense buildup began at the time the

UFO sightings in the Chesapeake Bay region were nearing a peak. The Cox Neck road site represents yet another significant NSA interest on the Eastern Shore.

Other investigative research on Kent Island has revealed that World War II vintage bombs have been washing ashore over the past two years. Ordinance specialists and the U.S. Army Corps of Engineers are using sophisticated electronic metal detectors to sweep the area. It was learned that the area was used for bombing practice in the 1940's.

The April 13, 1989 edition of the CAPITAL newspaper reported that two Navy divers were "on training exercise" in 100 foot waters located at Bloody Point, just off the southern tip of Kent Island. In two separate dives in 40 degree water, the divers remained underwater for a total of two hours and fifteen minutes. They both developed hypothermia and had to be hospitalized. According to the report, what they were doing and what detachment they were from is classified.

Our investigation of the activities on Kent Island present another element of secret technological intrigue occurring in the Chesapeake Bay region. What lies ahead to the north on the Eastern Shore?



S T R A N G E I N V A D E R S

In 1986 a group researcher, prior to involvement with the MUFON study group, was approached by an individual who identified himself as the founder of a missing children's society. He solicited her aid as an accomplished psychic to find a child in the Maryland area. According to this man's statistics and later verified by an FBI study, Maryland ranked sixth in the nation in terms of missing children. In the course of their several year acquaintance, this man revealed that he had CIA connections and was a former anti-terrorist agent. He displayed knowledge of personal information known only to the researcher, and he had an apparent "psychic" ability. Although the researcher was uncomfortable with this man, she continued to assist in his investigations and signed a contract with the missing children's group.

Later in 1986 the man said that a secret government anti-terrorist training facility, known as Pokerty Farm, was located on Maryland's Eastern Shore. He claimed that the researcher would eventually locate there as the government was already utilizing people with pre-cognitive abilities in various areas of research. The facility's cover was as a horse farm.

Eventually this man claimed to be in contact with an alien named "Connie". Connie was alleged to be from the Pleiades constellation. He said that Connie had told him that he would connect with the researcher. He stated that the alien was contacting him by telephone and she always sounded as though she was surrounded by children. When the calls were traced they appeared to originate from his own phone line. Attempts to

record her voice were unsuccessful.

Restaurant reservations under assumed names, European based phone calls and an alarming knowledge of the researcher's family life, including incidents while in government employ in Germany, were clues that the man must have had authentic intelligence connections. In addition he claimed to be a screenwriter. He had several years earlier sold the screen rights for a movie to Chuck Norris. He claimed to have made enough money to buy a waterfront house. He said that he and Norris had a "falling out" that apparently terminated their relationship. Our research revealed that Norris was involved with Lone Wolfe McQuade Associates, the company that backed the movie "STRANGE INVADERS".

That unusual film is about a government deal with aliens and takes place in a small isolated town named Centerville. Centerville is the name of the Eastern Shore town where "Pokerty Farm" was allegedly located. The Writers Guild of America credits for some unexplained reason were not applied until 1985, two years after the movie was made. Was STRANGE INVADERS just possibly this man's idea? The movie is about aliens with big black eyes and includes an underground laboratory accessed through a church, plenty of government/military cooperation, an agreement lasting twenty five years, a kidnapped hybrid child, an entomologist (insect expert) hero, a tabloid writer heroine, a witness confined permanently to a mental hospital and much more subtle symbolism.

If he sold the idea to Norris, then for some reason he was denied screenwriter credit and in fact according to the Writers Guild of America, there are no writing credits in this man's

name. Since we cannot establish any other credit, perhaps STRANGE INVADERS was his idea and arbitration or litigation kept the movie from being released and credits awarded. Can all of this be a strange coincidence?

In 1988 the man ceased calling the researcher. During his final contact, he said that "aliens are here with government approval and encouragement and are only doing to us what we have historically done to others, and that their behavior was clearly indicated in Biblical text such as Revelations". It was felt by the researcher that the man sounded both unnatural and "programmed". Could this strange individual be a variation of the reported MIB (Men-In-Black) phenomena?

"...cheers...for 'Strange Invaders'."
—TIME MAGAZINE

"...laid-back fun...a drolly double-edged homage to the science-fiction movies..."
—NEWSWEEK

25 YEARS AGO,
THEY ARRIVED
FROM ANOTHER
GALAXY.

SURPRISE
THEY'RE STILL HERE.

STRANGE INVADERS

A MICHAEL LAUGHLIN PRODUCTION "STRANGE INVADERS"
STARRING PAUL LE MAT NANCY ALLEN DIANA SCARWID MICHAEL LERNER AND LOUISE FLETCHER
WITH JOHN ADDISON PRODUCED BY WALTER COBLENZ
WRITTEN BY WILLIAM CONDON & MICHAEL LAUGHLIN DIRECTED BY MICHAEL LAUGHLIN

PG PARENTAL GUIDANCE SUGGESTED
An **ORION** PICTURES Release