

From: psuvm.psu.edu:CCB104
Subject: (none)

Date: 5 Apr 91 04:30:45 GMT

From: <CCB104@psuvm.psu.edu>

KECKSBURG

(I am sending you this on behalf of T. Scott Crain, Jr.)

- - The original note follows - -

- - Standard disclaimers apply - -

* * * * * Cut here * * * * *

From: T. Scott Crain, Jr.
Subject: Kecksburg UFO Crash

Perhaps Paranet subscribers should not be so quick to write off the Kecksburg UFO crash, as would be the upshot of a recent article by Robert Young for the Spring 1991 Skeptical Inquirer (Info-Paranet Newsletter, Vol. 1, No. 380). It appears Young has a knack for filtering out facts that don't parallel his preconceived notions about what really happened that night on December 9, 1965.

Stan Gordon, Director of the Pennsylvania Association for the Study of the Unexplained (PASU), is an active investigator of the Kecksburg crash and has compiled a mountain of evidence that supports the notion that a bronze-colored, acorn-shaped object, approximately 12 feet long and 10 feet in diameter, with a band of unintelligible markings wrapped around it, crash-landed in a wooded area near Kecksburg, Pennsylvania.

After seeing Young's article in Info-Paranet Newsletter, I phoned Gordon on March 31, 1991, and we discussed his ongoing investigation as well as Young's article.

First of all, Young dismisses what witnesses claim they saw, simply because they did not come forward sooner. Gordon has interviewed at least 4 witnesses who saw the object while it was on the ground (and, to be sure, before the military had secured the crash site area). They include one fireman (one of several who saw it that day) and three civilians. These witnesses are not looking for publicity and will not let Gordon release their names to the media for fear of ridicule. Gordon explained to me how witnesses who didn't know each other took him to the same crash site. Witnesses' descriptions of the craft were virtually identical, during separate interviews conducted by PASU.

Young points out in his article that during the alleged UFO recovery operation, Jerome and Valerie Miller's home was portrayed as a 'military command post' in the re-enactment appearing on NBC's 'Unsolved Mysteries' episode on the crash (Sept. 19, 1990). The Miller's deny their home was a command center for the military, and so does Stan Gordon, who told me that another home in the vicinity of the crash was the command post.

Young hints that a secret satellite was launched from Vandenberg Air Force Base, California, that same day, and the stage was set for Kecksburg. Never mind that scientist Ivan T. Sanderson traced the flight pattern of the UFO and discovered it made a controlled 25-degree turn in Ohio and headed for Pennsylvania (Fate Magazine, arch 1966). Not a typical movement of a satellite crashing back to Earth.

Young also hints that the object may have been a brilliant bolide or 'fireball' that was observed coming down from Canada and a half dozen or so states before crash-landing. But he failed to mention that Sanderson

estimated the object's speed at . . . s . . . id a
detailed analysis of the observations and times the object was seen and

concluded that at most the object was moving at a speed of 5257 miles per hour. Neither estimate comes anywhere near the minimum speed for a meteor which is approximately 27,000 miles per hour. Witnesses to the Kecksburg UFO said it was 'gliding in' before it crashed and moving at the speed of a small plane.

Finally, Young concludes from old newspaper accounts that really nothing fell in Kecksburg. Young reports 'the Air Force also announced that nothing had been found' (Pittsburgh Press, Dec. 10). Yet, Project Bluebook records I have in my hands indicate the Air Force concluded the object was a meteor, which we have already determined is virtually impossible. Anyhow, why would numerous local fire companies, the Pennsylvania State Police, the U.S. Air Force, the 662nd Radar Squadron, and various other military officials gravitate to the village of Kecksburg to recover a rock from space? What happened to this alleged meteor? Why did it have to be removed that night? And why all the secrecy?

Young reports: 'The official explanations are totally consistent with all published accounts and the present recollections of scores of witnesses.' Obviously, Young has not been talking to the same witnesses that Gordon has been talking to. Like the Westmoreland County man who was stationed at Lockborne Air Base near Columbus, Ohio, who claims the base was put on 'red alert' during the early morning hours of December 10, 1965 (the same morning witnesses at Kecksburg watched a flatbed truck travel towards the crash site and leave with a large object on the back covered with a tarp). According to this former member of the Air Police at Lockborne, a flatbed truck with a tarpaulin-covered object drove into the hangar and was guarded until 7:30 a.m., when it left for Wright-Patterson Air Force Base 100 miles away.

Several days later, a witness reported seeing the object at Wright-Patterson. Reporter Sharon Santus writing in the Greensburg Tribune-Review (Dec. 9, 1990) writes:

+Another witness, Ohio truck driver John Cummings (not his real name),
+said he actually saw the object inside a building at Wright-Patterson
+on Dec. 12, 1965, just three days after the alleged landing.

+
+Cummings, who made deliveries for a Dayton-area building-supply company,
+said a high-ranking military officer arrived at the firm on Dec. 11,
+1965, and ordered a special radiation-, moisture-resistant brick for
+construction of a protective room inside a building at Wright-Patterson.

+
+Cummings said he and a cousin delivered 6,500 bricks to Wright-Patterson
+the next day after being instructed by their boss not to discuss
+anything they might observe at the compound.

+
+'We were unloading the bricks onto pallets and me and my cousin decided
+to sneak inside to see what all the secrecy was about,' Cummings said.
+'Guards immediately ordered us out . . . but not before we saw it.'

+
+Cummings said he saw a dark bronze, bell-shaped object about 14 feet
+wide at the base and about 12 feet high.

+
+He said scaffolding surrounded the object, which was covered on three
+sides with parachute-like material that hung from the ceiling. According
+to Cummings, 10 to 15 men with white, protective suits, wearing rubber
+boots, rubber gloves and gas masks were attempting to open the object.

+
+'They took us outside and told us to forget what we had seen,' Cummings
+said, 'We were told that in 20 years, the object would be common
+knowledge.'

+Cummings said that a few days later he learned that other truck drivers
+had seen a flatbed military truck with a tarpaulin-covered object on the
+back traveling from the Pittsburgh area west on Route 40 toward
+Wheeling, W.Va., and then on to Columbus and Dayton.

+He said that information along with his own experience convinces him
+that the object he saw at Wright-Patterson was the same as that which
+allegedly fell in Kecksburg.

As one can see, there is more to this case than Young has reported in
his article. At the close of my conversation with Gordon, he said that
he was not saying it's an alien spacecraft (that's only one possibility);
it could be a sophisticated military probe of an undetermined origin.
But something landed that day in Kecksburg, and whatever it was, it
attracted the interest of the military.

- - End of message from T. Scott Crain, Jr. - -

From: John.Cockrell@paranet.FIDONET.ORG (John Cockrell)
Subject: Re: Rick Redux
Date: 4 Apr 91 22:46:00 GMT

Musta missed that one. What'd he say?

Just wonderin',
J.C.

--
John Cockrell - via FidoNet node 1:104/422
UUCP: !scicom!paranet!User_Name
INTERNET: John.Cockrell@paranet.FIDONET.ORG

From: Jim.Speiser@f37.n114.z1.FIDONET.ORG (Jim Speiser)
Subject: Re: Statements of accepta
Date: 4 Apr 91 21:16:00 GMT

> I am looking for statements they have committed to print and public
> distribution; if no single definitive statements are available, then
> maybe a few relevant citations. If you have some files of personal
> conversations, I'm interested but I'd rather have "official" statements
> in their own words.

Sorry; can't really help you there. I do believe that the statements you seek
exist in many places, most notably the Skeptical Inquirer, but I couldn't
cite you specific references.

> Such statements would be quite valuable. It would at least show how
> competent these guys are as scientists (assuming they would actually
> write their own stuff) as opposed to propagandists.

It is my impression that these guys are competent "scientific thinkers."
(Define "scientist.") I am not by any stretch of the imagination a
"scientist", but I believe I've got a grasp on how the thinking process goes.
While I disagree with their parameters for evidence, I recognize that there

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(gcameron@merak.cc.umanitoba.ca [130.179.16.10]) by
electra.cc.umanitoba.ca (8.7.1/8.7.1) with SMTP id DAA13557
for <gcameron@cc.umanitoba.ca>; Mon, 2 Dec 1996 03:05:27 -0600 (CST)
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Date: Mon, 02 Dec 1996 03:05:22 -0600
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From: Grant Robert Cameron <gcameron@cc.UManitoba.CA>
Organization: University of Manitoba
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KECKSBURG

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<http://www.garlic.com/ufo/txt1/803.ufo>

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SUBJECT: ARTICLE ON KECKSBURG, PA. UFO CRASH

FILE: UFO803

Latrobe Bulletin
Latrobe, Pa
May 6, 1989

KECKSBURG CRASH CONTROVERSIAL

By Kim Opatka
Bulletin Staff Writer

This final article in a six-part series on unidentified flying objects (UFOS) examines one of the most talked about and controversial incidents in the area, what has been termed a meteorite by some and an alien craft by others, which crashed in Kecksburg December 9, 1965.

The object was first seen streaking across the sky, with thousands from Michigan to New York witnessing a brilliant ball of fire which left a smoke trail, visible for about 20 minutes after it passed.

Many, including pilots who observed it, thought it was an aircraft which was on fire. Reports of debris from the object were made in many states, and an Ohio fire department was called to extinguish 10 small fires in an area where witnesses said they saw flaming fragments falling from the sky.

Shock waves were reported by pilots, and a seismograph near Detroit recorded a shock, wrote investigator Stan Gordon, of

still trying to obtain information on the incident.

Although the military eventually labeled the object a meteor, as did the Associated Press account published in The Bulletin the day after the crash, Gordon says recent evidence, including the discovery of a man who saw the object, supports the idea that the object was a true UFO.

"I was a teen-ager then," said John (not his real name). "It was in the early part of December and there was a little snow and a little rain, and mud."

He was called to the scene after the 4:44 p.m. crash as a fireman from the Latrobe area, to search for the crashed object.

"I had seen a fiery object in the sky. I can't say exactly which direction but it was coming from the north. It was not too much longer and the fire whistle went off," he said. "I answered the call and was told they needed a search team because at the time they believed it was a downed aircraft. And I thought, 'My God, this is what I have just seen'."

When firemen arrived at the Kecksburg Fire Hall, maps were reviewed and groups were given sections to search.

"It was getting semi-dusk and we had flashlights. We were taken in the back of a truck and dropped off and told to go 'this way' which we did. I was not on the initial contact team. Another team found the object.

"It was definitely, unequivocally, positively, absolutely no aircraft, plane, helicopter or rocket, at least not to my knowledge. It was in an area that was part field and part woods and we went down to investigate," he said.

"We found the object had crashed at a 30 to 40 degree angle, and had broken off numerous tree branches in its impact path. My initial reaction was 'This is no airplane.' I observed no shrapnel, no breaking up of the fuselage. It was one solid piece, no doors, no windows.

"Preliminary searches found no bodies or casualties. It was shaped like an acorn, laying on its side, like the acorn nut is in its shell when it's on a tree," he explained. "I've been a machinist for 24 years and I've worked with a tremendous amount of different metals, and I have never seen any type of metal that looked even close to that."

John said the object was not broken, "not even cracked, just dented a bit. It did not give off smoke, steam or vapors, at least none that we could see."

Reports from neighbors in the area said it had given off a faint trail of blue smoke, which disappeared after the crash.

He described the portion visible as between eight and 10 feet long, six and seven feet across, and said a man of average height would probably have had little trouble standing up inside it. The crater it plowed into the ground was "rectangular in shape."

8-10"
x 6-7"

John said the state police were there and the area was soon quarantined.

back to the fire hall and it had been completely taken over by the military. They were carrying in large pieces of equipment, radios and such, and they had armed guards posted outside so nobody could get in or out. The firemen were thrown out. We weren't even allowed in to use the bathroom.

"The military had control of the whole operation," John recalled. "After a while we saw a flat bed truck come by with some other military equipment, a crane or something."

"It was not too much longer, an hour, an hour and a half, when the trucks came back and there was a large object on the back of the flat bed, covered by a tarp, with military escorts front and back. I got the feeling that if you had stepped on the road you were dead meat. They weren't stopping for anything."

Although the object was later said to be a meteorite, John doesn't buy that explanation.

"It had writing on it, not like your average writing, but more like ancient Egyptian hieroglyphics. It had sort of a bumper on it, like a ribbon about six to 10 inches wide, and it stood out. It was elliptical the whole way around and the writing was on this bumper. It's nothing like I've ever seen, and I'm an avid reader. I read a lot of books on Egypt, the Incas, Peruvians, Russians and I've never to this day come across anything that looked like that."

John notes that later it was denied that the object was even a meteorite, and the military "denied they were even in the area. But I know there were Air Force and Army personnel involved. It was like they just came out of the woodwork."

Gordon's research has revealed that one of the military groups involved was most likely to be the 662nd Radar Squadron, based at the Oakdale Armory, located near Greater Pittsburgh International Airport.

The squadron was found to be under the control of the Aerospace Defense Command, and attempts to get information on the Kecksburg crash, through the Freedom of Information Act, have not provided much to go on.

One response said there had been no record of the squadron being activated on that date, Gordon said, wondering how so much equipment and personnel could be activated while the monthly report showed no entry on Dec. 9.

Through his research, Gordon says he knows the Air Force was still investigating UFO cases at the public level then, and that it was apparently the Project Blue Book staff which contacted the 662nd squadron. Subsequent reports have led him to theorize that even the Project Blue Book staff was not made aware of objects which could "affect national security," and that some intelligence teams investigated crashes of "foreign space vehicles."

Another strange occurrence that night, Gordon said, was reports by some civilians that radiation was released. He explained that some children playing in the area had reportedly been told by military personnel that that was a possibility, and men in decontamination suits were allegedly seen at the site later the next day.

Although he has considered the possibility that the object could have been space debris or a test device, Gordon says documents and evidence obtained in the last few years lead more in the direction of it being a "true UFO."

John ...

"It was definitely not of this planet. At the time I was a skeptical teen, but when you see something like that you don't forget it. When you get called out like that from the fire department you think you're going out looking for an aircraft of some sort, not a UFO.

"I'll never forget it. I still want to know what the hell it was."

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

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Received: from merak
(gcameron@merak.cc.umanitoba.ca [130.179.16.10]) by
electra.cc.umanitoba.ca (8.8.5/8.8.5) with SMTP id BAA20611
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Date: Fri, 11 Apr 1997 01:16:48 -0500
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From: Grant Robert Cameron <gcameron@cc.UManitoba.CA>
Organization: University of Manitoba
X-Mailer: Mozilla 3.0 (X11; I; SunOS 5.5.1 sun4u)
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CRASHES
ROSWELL
KECKSBURG

by
Henny
van der
Pluijm

[FAQ logo]
Page 12

[Question] How many UFO crash reports are there?

[Send e-mail to Hen[Answer] Quite a few, and in some cases there is enough
e-mail evidence to make a crash seem probable

Sponsored by: 1. Roswell, New Mexico, July 1947
[Go to the UFO Information Centre]

The UFO
Information
Centre

Extensively researched. Although the UK magazine Flying Saucer Review had covered the report of the crash in its very first issue in 1955, the real investigation began in 1978. Since then UFO researchers William Moore, Stanton Friedman, Don Berliner et al. have interviewed over three hundred first and second hand witnesses who confirm the basic story that an alien spaceship has crashed in the desert of New Mexico.

'The Roswell Incident', William Moore, 1980.
'UFO Crash at Roswell', Donald Schmitt (CUFOS) and Kevin Randle (former air force intelligence officer), 1991.
'Crash at Corona', Stanton Friedman and Don Berliner.

The controversy is raging on. In March 1993 New Mexico congressman Steven Schiff ordered an official investigation into the event under the auspices of the General Accounting Office (GAO). California
congre

initiative. The GAO ordered the USAF to conduct an internal investigation into the alleged crash. In 1995

the USAF published its report. It concluded that what had crashed in Roswell in 1947 was a Project Mogul balloon. Project Mogul was a top secret project that had started just after the end of World War II to listen detect Soviet nuclear explosions.

This explanation raises many questions, such as:

- * why didn't the USAF retrieve the 'balloon' immediately after it had crashed? The Air Force could track the top secret Mogul balloons through its radar reflector. The USAF entered the scene five days later after rancher MacBrazel, who had found the debris on his property, had reported the crash to Roswell Army Air Field.
- * why did Major Jesse Marcel, the intelligence officer of Roswell Army Air Field at the time, maintain until his death that what he had seen was not a balloon?
- * why was some of the debris flown to Washington, as Thomas Jefferson DuBose states, who was Chief of Staff to Major General Ramey in 1947?
- * why did retired Brigadier General Arthur Exon, in an interview with Ken Randle and Don Schmitt, state that the fragments of the crash were flown to Wright Field (now Wright Patterson AFB) and that laboratory chiefs established a special project to study them?
- * why was mortician Glenn Dennis asked by the base mortuary officer about the availability of small, hermetically sealed coffins? And why was he asked about the chemical preparation of bodies that had been lying in the desert for a period of time?
- * why did the USAF investigator not contact key witnesses like Glenn Dennis and brigadier general Exon?
- * why has all the documentation from Roswell Army Air Field that covered the time of the crash, been destroyed without proper authority, as the USAF admits in its report?

The Air Force's explanation does not satisfy representatives Schiff and Feinstein. The USAF is currently doing a new investigation.

2. Kingman, Arizona, just before May 20, 1953.

The story was first described to UFO researcher Raymond Fowler in June 1973 by a witness who went by the code name of Fritz Werner and who signed a legal affidavit vouching to the honesty of his testimony. Investigation by Fowler into Werner revealed that the man had a strong scientific background and was considered of high integrity by his colleagues. Werner's diary supported his claim of being called in for investigation by the USAF into a crashed object.

Another story supporting the crash near Kingman came to UFO researcher Len Stringfield in 1977. The witness, then in the National Guard, told of how in 1953 he was at Wright Patterson AFB when he saw crates arriving from a UFO crash site in Arizona. He said that three

An almost identical story was reported to researcher Charles Wilhelm in 1966 by a man who said that his

father had told him the story as a death-bed confession.

The earliest reference has been made to MUFON researcher Richard Hall in April 1964. He was told the story by a future Vietnam commander.

In 1995 a man contacted the Internet publication The Groom Lake Desert Rat (http://www.ufomind.com/area51/desert_rat) and told them he had worked for the USAF on a secret project that was an attempt to build a flying saucer simulator. The project had started at the end of the 1940s and had collected material from the crash sites at Roswell and Kingman.

'UFO: Crash Retrievals', Jenny Randles, 1995.

3. Kecksburg, December 9, 1965.

On December 9 1965, hundreds of witnesses in southern Canada, Michigan, Ohio and Pennsylvania observed a UFO crash from the sky. In March 1966, scientist and UFO investigatro Ivan Sanderson compiled an account from various eye witness stories.

The object took six minutes to pass the observed trajectory, from which Sanderson calculated a speed of 1,600 km/h, which, if accurate, would rule out a meteor. Several pilots spoke of being buffeted by shock waves as the thing passed them. There were also stories of a sonic boom and vibrations felt on the ground. The smoke trail was so intense that it remained visible for up to 20 minutes. During the final few miles of its flight the object seemed to change course.

After the impact the police set off the forest. They were subsequently chased away by the military. A few hours later the military team told them they had found nothing.

In January 1980 UFO investigator Clark McClelland spoke with the assistant fire chief of Kecksburg, James Mayes, and with Melvin Reese, another fireman. The team had come within 60m of the object. They had seen something on the ground that had smashed its way through the trees. Mayes explained how the military had cordoned off the woods and had established a temporary base, complete with telecom link. Fire chief Robert Bitner later confirmed the story. He had seen an object that was 1.8m high, 2m wide and some 5m long, clearly not an aircraft. It was resting at an angle on the ground as if it had impacted nearly horizontally.

Another fire officer, 'Pete', stated he had seen a ring of bumpers around it into which were described some pictorial symbols. Being of Polish decent he could read Russian and stated that they were not Russian.

Researcher Ray Boeche file a Freedom of Information request for more data on the incident. In 1985 30 pages of data were procured. It was insignificant information, except for a memo that said a three man team had been dispatched to the site to pick up an object. The final conclusion of the file was that the UFO was a meteor.

It theory has been proposed that it was a Russian satellite that crashed (Cosmos 96). However, NASA has

released data that say that Cosmos 96 reentered Earth's orbit on December 9, 3.15 a.m. The crash took place 13 hours later.

After the US TV series Unsolved Mysteries had reported the case two new witnesses came forward. One was a USAF officer at Lockbourne AFB (near Columbus, Ohio). In the early hours of December 10, a truck arrived by the little used back gate of the base and he was ordered to patrol it. It was a flat-bed with a large tarpaulin on the surface covering a conical object. He was told to shoot anyone who tried to get too close. He was advised the truck was bound for Wright Patterson AFB, which is the reputed home of other crashed saucers.

The other witness was a building contractor who was asked two days later to take a load of 8,500 special bricks to a hangar inside Wright Patterson. When he sneaked a look inside the hangar he saw a bell-shaped device, some 4m. high sitting there. Several men wearing white anti-radiation style suits were inspecting the object. After he had been escorted out the was told that he had just seen an object that would become common knowledge in 20 years time.

'UFO: Crash Retrievals', Jenny Randles, 1995.

4. Rendlesham Forest, UK, 1980.

In this case a total of over 50 witnesses are involved.

Just after Christmas 1980, Brenda Butler, an investigator of ghost appearances, was contacted by an American friend, Steve, who was security officer at the twin bases of Bentwaters and Woodbridge. The bases are RAF property, but were leased to the USAF at the time. He said that in the early hours of December 26, he and two other guards were sent into the woods near the bases to investigate a light that reportedly crashed from the sky. When they reached the spot, they were astonished to find a disc-shaped craft on tripod legs on the ground. They alerted the Woodbridge base. In the next couple of hours, according to the source, senior personnel have seen the object, including Brigadier General Gordon Williams. Steve reported that several small aliens of the little grey type were hovering in mid-air in a shaft of light suspended under the craft, looking as if they were attempting to repair their vessel.

British UFO researcher Jenny Randles first heard of the incident in February 1981 from a source, David, who was a civilian radar officer at Watton, a joint civilian/military base. He told of an object that was tracked crossing the coast north of Lowesoft. It was an unscheduled target that was confirmed by other radar bases. Watton base lost the signal as it disappeared off screen in the vicinity of Bentwaters base. This could be the result of the object descending to ground level. Two days later some USAF intelligence officers arrived at Watton to take the radar recordings. The explanation was based on a story that was almost identical to that revealed to Brenda Butler (see above).

Between 1981 and 1984 Jenny Randles and other

researches received confirmation of a crashed UFO by a travelling salesman, a forestry worker and local Gordon Levett. Scores of local residents reported unusual military activity in the area.

In February 1983 an anonymous colonel who was at the Woodbridge base at the time and Squadron Leader Donald Moreland, the British overseer of the American base, confirmed to Omni magazine that there had been a close encounter on the base.

Around the same time Larry Warren, an airman stationed at Bentwaters at the time, approached ufologists Barry Greenwood and Larry Fawcett in New England and told them he had watched an aspirin shaped UFO sitting on the ground.

In 1984 and 1985 UFO researchers Ray Boeche and Scott Colborne tracked down and interviewed two further witnesses. Their stories were consistent with what was already known, but included details about rainbow light shows, the involvement of British police and photographs taken.

Since 1992 more military witnesses of the incident have come forward. Three faced the cameras in Britain in 1994 with their story.

'UFO: Crash Retrievals', Jenny Randles, 1995.

5. Dalnegorsk, USSR, 1986.

Early in 1986, possibly in April, an object described as a sphere of light, was seen crossing the Pacific region north of Wladiwostok. Many in and around Primorsky Krai peninsula saw its flight. Villagers at Dalnegorsk heard an explosion and plotted the impact point to the side of a mountain known as Hill 611. Trees were set on fire and the area was devastated. The object disintegrated upon impact.

Scientists from the Russian Academy of Science in Moscow visited the area and found peculiar pieces of metal and the same kind of glassy balls that were at two other Russian crash sites earlier in the century. Metal analysis suggested an unidentified type of chromium was present.

See also: Is there tangible evidence for the existence of UFO's?

'UFO: Crash Retrievals', Jenny Randles, 1995.

'UFO's. Down to Earth.' Discovery Channel.

Other alleged UFO crashes:

Paradise Valley, 1947.

- 'Behind the Flying Saucers', Frank Scully, 1950.

- 'Beyond Top Secret', Timothy Good.

Aztec, New Mexico, 1948.

- 'Behind the Flying Saucers', Frank Scully, 1950.

- 'UFO: Crash Retrievals', Jenny Randles, 1995.

Laredo, Texas, 1948.

Spitsbergen, Norway, June 1952

Vestra Norrland, Sweden, July 1955.
Ubatuba, Brasil, September 1957.

Gdynia, February 21, 1959.
Karelskaya, USSR, April 27-28, 1961.
Charlton, UK, July 16, 1963.
Fort Riley, Kansas, 1964.
San Miguel, Argentina, 1965.
Llandrillo, Clwyd, Wales, UK, 1974.
South Africa, 1989.
(This alleged crash is the result of an elaborate
hoax.)
Birmingham, UK, 1994.

For all the above: 'UFO: Crash Retrievals', Jenny
Randles, 1995.

April 17, 1897 - Aurora, Texas
Dec. 22, 1909 - Chicago
1933 or 1934 - Ubatuba, Brazil
August 19, 1949 - Death Valley, California
Before 1950 - Mexico
April 1950 - Argentina
1953 - Brady, Montana
Mid-1950s - Birmingham, Alabama
Spring 1954 - Mattydale, New York
March 1960 - New Paltz, New York
January 1967 - Southwest Missouri
November 9, 1974 - Carbondale, New Jersey
May 17, 1974 - Chili, New Mexico
May 6, 1978 - Padcaya, Bolivia
1978 - Soviet Union, in the ocean off Finland

For further information on these alleged UFO crashes,
see:
<http://www.telebyte.nl/~deano/UFOIC/topics/crashes.htm>

And finally:
Varginha, Brasil, 1996

See:
<http://www.ufomag.co.uk>

Site design & maintenance by Dean Egberts.

-----46EB1D0977B6--

Date: Fri, 11 Apr 1997 01:07:38 -0500
From: Grant Robert Cameron <gcameron@cc.UManitoba.CA>
To: gcameron@cc.UManitoba.CA
CC: ccb104@psuvm.psu.edu
Subject: (no subject)

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Date: 12 Mar 91 13:41:00 GMT
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KECKSBURG

Following up on the "Unsolved Mysteries" postings lately, here is the latest report on the mystery "fireball" impact in Western Pennsylvania by Stan Gordon, Director of Operations for The Pennsylvania Association for the Study of the Unexplained, as published in THE GATE, Vol. 6, No. 4 (April 1991):7-8. Stan has been doing field investigation of this incident for many years.

December 9, 1990, will mark the 25th anniversary of what appears to have been one of the most important cases in UFO history. The incident has been well known in the Westmoreland County area of Pennsylvania since it occurred, and has been the subject of much conversation on Pittsburgh area radio talk shows. The incident was recently revealed to the country when NBC's Unsolved Mysteries featured the episode as its season's premiere on the evening of September 19, 1990. When the incident occurred on December 9, 1965, both local and national news services covered the event. After the official Air Force explanation that the aerial object observed was only a meteor, the media never pursued the case.

What we knew at that time, was that thousands of people had observed a huge fireball over northern Canada that proceeded over Michigan, Ohio, and Pennsylvania, while being observed from neighboring states as well. As the object passed over the Pittsburgh area, police and news agencies were swamped with calls. Outside of Kecksburg, a small rural village in Mt. Pleasant Township, two children were playing. One of them caught a glimpse of the fiery object as it descended into a wooded area across a hill. Almost immediately, a blue column of smoke rose up among the trees. After the location was reported to police, it took only about three hours for military personnel and equipment to arrive at the site.

Hundreds of people jammed the roads to try to have a look at the object. While only a few had the opportunity to see the impacted craft, many of the witnesses observed the military vehicles, and watched the activity. Numerous observers later that evening, reported a large, flat bed trailer covered with a tarpaulin, being escorted out of the area by military jeeps. The Air Force later claimed that nothing was found.

6 Oakhill Avenue, Greensburg, PA 15601. Director of Operations is Stan Gordon. Their UFO Hotline number is 412-838-7768.

Thus far the latest report: some earlier information was published by Leonard H. Stringfield in THE UFO CRASH/RETRIEVAL SYNDROME: Status Report II: New Sources, New Data (Seguin, TX: Mutual UFO Network, 1980), pp. 19-20, and by Stan Gordon in THE GATE, 4:2 (October 1989) and 4:3 (January 1990). [Sorry, I have only the second of these reports by Gordon.]

So what do we learn from all this? That a UFO crashed in Western PA in 1965? Well, certainly *something* crashed there, and the military was on the spot. Some of Gordon's associates were able to obtain USAF documents through Freedom of Information Act requests, confirming that there was a military task force set up, under the name Project Moon Dust, to investigate anomalous crashes such as these. The relevant portion of the document:

"Peacetime employment of AFCIN intelligence team capability is provided for in UFO investigation (AFR 200-2) and in support of Air Force systems command (AFSC) Foreign Technology Division (FTD) Projects Moon Dust and Blue Fly. These three peacetime projects all involve a potential for employment of qualified field intelligence personnel on a quick reaction basis to recover or perform field exploitation of Unidentified Flying Objects, or known Soviet/Bloc aerospace vehicles, weapons systems, and/or residual components of such equipment. . . . It is unusual for an object to survive re-entry. If in fact it does, and it is recovered, it is referred to the Foreign Technologies Division at Wright Patterson AFB, Ohio."

The question then is, is it more likely that what crashed was an alien spacecraft or a Soviet Cosmos satellite? "Unidentified Flying Object," in the military's mind, means simply that, not *necessarily* Zeta Reticular reconnaissance craft, and given the tenor of the times (we were, recall, in the iciest part of the Cold War) it would make sense for the USAF to scramble for anything that they figured might be a Soviet aerospace vehicle or spy satellite. And it makes sense also that those jerks who accidentally got into the way and might spread information that would tell the Ruskies what we'd found would be "put out of commission" with the help of a cock-and-bull story about an alien spacecraft. Recall that the truck driver was *informed* by Wright-Patterson personnel that what he'd seen was an alien spacecraft; if what was recovered was so crypto-top-secret, wouldn't the local AF personnel make sure that no one say anything to anybody? (Or, realizing that they could not get what they'd found back without attracting a lot of attention, put out the spacecraft story themselves as deliberate disinformation?)

Leonard Stringfield has some properly cautious comments about "the Omnipresent I.I.I" or "Invisible Inside Informants" who kept approaching him anonymously with promises of supposed "inside" information about the military's involvement with crashed alien spacecraft. These approached him almost continuously, preferring to make themselves known by their first names only, or in one case, just as "Uncle." (Hi! I'm the man from "Uncle"--the truth about UFOs is---;) In some cases, he found that their information often corroborated other witnesses' accounts of crashed saucers, and sometimes they were "scarily right on target." But not being able to predict their actions or discern their motives, Stringfield gave their testimony a low credibility, warning that some of the I.I.I.'s must be "plants who are part of a plan to either spoon feed information as a test of public reaction, or to set up a disinformative trap." I think we need to read the "new" Kecksburg testimony in this vein. Incidentally, "Uncle" told Stringfield not to bother with the Kecksburg crash: it "involved a crashed spy plane, not a UFO." In other words, the truth will bore you, so stop investigating this! [Reference: UFO CRASH/RETRIEVALS: AMASSING THE EVIDENCE, Status Report III (Cincinnati, OH: Leonard H. Stringfield, 1982), pp. 42-43.]

I for one would like to know what they did find at Kecksburg. Now that the Commies have wimped out, surely the secrets they located must be old stuff by now. What DO they keep at Wright-Patterson?

Bill Ellis
FOAFtale News
Penn State, Hazleton Campus
Hazleton, PA 18201

After the TV segment, many new sources of information came our way, including a major witness whose information would help confirm that of the other witness. We can now piece together what happened to the object once it left the woods of Kecksburg.

The military convoy left the village and continued down the Greenburg-Mount Pleasant Road. It then apparently followed Route 119 towards New Stanton, then along Route 40 near Washington, PA. The convoy continued [along Interstate 70? --BE] until it reached (then active) Lockbourne Air Force Base, near Columbus, Ohio. During the early morning hours, the base went on red alert. According to one officer who was stationed there, a flat bed trailer truck with accompanying escort entered the base by a back gate, which was highly unusual. The flat bed was pulled up to a hanger and backed in. A guard unit was set up away from the hanger. Only people with a Crypto clearance [Anyone know what this is? --BE] were allowed near the hanger. An order was given that if anyone should approach the hanger, they would have only one chance to respond to identify themselves. The guards were told to shoot to kill.

About two hours later it was learned [by the officer? --BE] that the red alert was over. The convoy had left the base and was heading for Wright-Patterson Air Force Base, in Dayton, Ohio.

Another civilian eyewitness helped to give us more information as to what happened next. This gentleman was a truck driver employed by a large Ohio supply company. His friends, who were truck drivers, told him that they had followed the military convoy with the covered flat bed trailer from PA into Columbus, and later other truckers observed it as it went to Dayton.

Within a few days after the object arrived at Wright-Patterson, a Navy representative showed up at the supply company with a brick. An order was placed for 6500 special glazed bricks (to match the color they had) and the order was shipped to Wright-Patterson on two flat bed trailers. The witness was one of the drivers. They were given clearance into the base, but had been told previously not to enter any buildings.

During the tedious task of unloading the cargo of bricks, this witness became curious. When the opportunity was present to enter a doorway without being stopped, he stepped inside. He was only there a few seconds before he was seen, but it was enough time for him to have a look at a sight that he will never forget. Inside were two men in white coveralls and head covering, and wearing rubber gloves and boots. They were armed with a Colt .45 on their side. The two were working above a metal scaffold that surrounded a strange, metallic bell-shaped object. The men were working at the top of the object when they spotted the witness enter the building. The two workers ran to him and challenged him in strong terms. The witness was told to forget about what he saw, and not to discuss it or they would lock him up and throw away the key. They also said that in 20 years this would be public knowledge.

During the day, he questioned some of the personnel and was able to get bits and pieces of information concerning the object. He was told that it was a spaceship, and that all attempts to get the object open had failed. They had used acetylene torches, a diamond head drill and acid to no avail. They also indicated that somehow they knew that there were at least two bodies inside, but if they got it open it would be a real mess for the mortician to embalm. He was told that they tried to open the object in Pennsylvania, but were unable.

This witness has signed an affidavit and recorded a video statement concerning his testimony. The other truck driver who was with him that day, has verified his information. The witness was able to draw a map into the base and pinpoint the building where the object was taken. The reason for the double glazed brick, was to seal the object up inside of the other building. It was learned [by the truck driver? --BE] that a lead lined shield would be used with the brick to prevent any moisture or radiation leakage.

Many other details that we have learned from this witness verify information we had previously obtained from others. Where the object is now is anyone's guess.

For more information or to report sightings in the Pennsylvania area, call

The Pennsylvania Association of the Study of the Unexplained

information from an informant, who was an Air Force Officer in 1965, that the object had arrived at an Air Force base in Ohio during the early morning hours of December 10, 1965.

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KECKSBURG

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The Kecksburg incident

On 9th December 1965 hundreds of witnesses in Michigan, Ohio and Pennsylvania observed a UFO crash. It first appeared to be nothing more than a spectacular meteorite but 30 years on it is still a source of much controversy amongst UFO researchers.

In March 1966, UFO researcher Ivan Sanderson compiled a detailed account from various eyewitnesses, and soon realised that there was more to this story than that of a simple meteorite.

His findings indicated that the object showed a clear trajectory, moving from north-west to south-east. Its total visible journey lasted no more than 6 minutes, which indicated a speed far too slow for a meteor. Sanderson calculated a speed of only around 1,000 mph.

Not all the eyewitnesses were located on the ground at the time of the sighting, there were also several pilots who spoke of being buffeted by shock waves as the large bright object sped by. This was strange as most meteorites are observed several thousands of feet above most commercial aircraft. There were also claims of shock waves and sonic booms reported from witnesses on the ground.

The vapour trail left by the object were so intense that they lasted for more than 20 minutes in which time they were filmed by several people.

Several bits of silvery debris were found on the ground at Lapeer, Michigan and these were assumed to be from the object. Later analysis of this material indicated that they were indeed chaff which are pieces of aluminium
ft to fool radar

However then most convincing aspect that Sanderson discovered to rule out the possibility of a meteorite was that the object appeared to change direction and head in an easterly direction.

The object finally came to rest in a wooded area in the town of Kecksburg. The object was initially witnessed by 2 children who reported that a 'start that had caught fire had crashed in the woods'. Their mother who's first thought was that her children had witnessed a plane crash called the state police and the fire service.

As soon as she had finished phoning she went out into the woods and to her surprise found that a military unit had beaten them to the crash site. This unit took command and told all civilians, police and fire department officials to leave the site immediately.

The military unit reported to the police that they had found nothing, and they left. This remained the case for around 15 years when some UFO researchers 're-opened' the case.

After some investigation they found out that the fire service had come within 200ft of the object before being turned away by the military. They reported seeing blue flashing lights, and noticing that the tops of several of the trees nearby were broken as if an object had come crashing through.

The investigators also reported that they had found witnesses who had seen a large flat-bed truck leaving the area of the woods with a large oval object covered with sheets. Another witness indicated that he observed the military loading the object onto truck. He described the object as looking like a large acorn, with 'bumpers' on the base. He also noticed that there was strange hieroglyphics on the craft surface.

The case was reported in the Project Blue Book files and indicated that 'a three man team has been dispatched to investigate and pick up an object that started a fire'. This three man team is now known to of been part of the then highly classified 'Project Moon Dust'.

The official report was that the UFO was simply a meteorite.

In 1990 a new witness came forward who claimed to be part of the military team that was sent in to retrieve the object. He claims that he was given orders to 'shoot anyone who got too close'. He also revealed that the object was being transported to the Wright Patterson base.

The last major discovery related to a worker at Wright Patterson who claims that a strange object was shipped in on the 16th December the same year, just days after the events at Keckburg. He described the object almost identically as the other witnesses had described. Whilst he was observing the object a guard escorted him out of the hanger and told him 'that you have just seen an object that will be common knowledge in 20 years time'.

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The Military UFO Retrieval at Kecksburg, Pennsylvania

by Stan Gordon



At approximately 4:44 p.m. Eastern Standard Time, on December 9, 1965 a brilliant ball of fire streaked across the sky, and was seen by thousands of people from northern Canada, southeastward in portions of Michigan, Indiana, Ohio, West Virginia, New York, and Pennsylvania. This fireball which, for the most part, was reported as orange in color, left a long smoke trail that remained visible, in some locations, for up to 20 minutes. This trail and cloud was photographed by an observer two miles east of Pontiac, Michigan. Both commercial and private pilots who reported sighting of the object, as they flew over parts of Michigan, Ohio and Ontario, were of the opinion that a conventional aircraft had exploded, and was going down in Lake Erie. Shock waves were reported by pilots, especially in areas east of Detroit. A seismograph at Willow Run Airport, about 25 miles southwest of Detroit, is reported to have recorded the shock. Many people on the ground near Port Clinton, Ohio reported a loud sonic boom which later was reported from many other areas, as well. There also were reports of debris falling from the fireball as it passed over sections of Michigan and specifically over Elyria, Ohio and Midland, Pennsylvania. The only confirmed material related to the time of this occurrence, were metallic strips that fell from the sky near Lapeer, Michigan, and were later examined by the Air Force. This material, it was stated, supposedly was radar chaff related to a military exercise, and not directly connected with the fireball.

The Elyria, Ohio fire department sent two trucks to extinguish 10 small fires in a 1,000 square-foot area, on West River Road North, where witnesses reported flaming fragments fell from the sky around the time that the fireball passed overhead. The fiery object continued on its trajectory, finally crashing in a wooded area near Kecksburg, in Westmoreland County, Pennsylvania. Prior to impact, Pennsylvania observers jammed police and news media phone lines reporting the brilliant object. Many thought that what they saw was an aircraft on fire. The Allegheny County Observatory in Pittsburgh was also swamped with calls.

At radio station WHTB in Greensburg, which was the primary news source in Westmoreland County at the time, newsman Ron Asbury was getting items ready for the Even-

ing News Digest program when calls began to come in from area residents concerning the aerial object. Another of the station's reporters, John Murphy, was returning from New Stanton when he received a radio call about the event. He was directed to move towards Greensburg and to search the area. When he discovered nothing, he returned to the station. The most accurate time for the sightings in the Kecksburg area was 4:47 p.m., but it was after the 6:30 p.m. news of the sighting that the radio station received a call from Mrs. Jones, a Kecksburg resident, after listening to the broadcast. She stated, that whatever the object in the sky was, it had crashed in a wooded area about a mile from her home. Her nine-year-old daughter, and seven-year-old son, were outside playing at the time when they saw what her son described as "a star on fire." Mrs. Jones was next door visiting and looked outside.



From the porch she could see a column of blue smoke rising above the trees. Her children were very excited and wanted to go over the hill to see what had crashed. Mrs. Jones told them to go ahead, but the neighbors told her that it might not be safe, so she ran after them. She caught up with them about a 1/2 mile away from the area where the smoke was rising. Besides the smoke, something else unusual was seen at that time. Above the trees, and just to the left of the smoke, she saw a brilliant object that Mrs. Jones could only describe as "a four-pointed star," and this seen through a lightly drizzling rain with temperatures in the mid thirties.

After she called the radio station, John Murphy called Troop A of the Pennsylvania State Police Headquarters in Greensburg to give them the name and phone number of this call. A few minutes later while Mrs. Jones was on the phone, her conversation was interrupted by the operator with an emergency call for her from the state police. They asked her to meet their patrol cars at the local Pepsi Cola plant in Kecksburg so that she could direct the officers towards the impact area. The general area where the incident occurred was a rural and not highly populated area and there were many acres of woodlands where the object could have fallen.

Also activated by the County Emergency Center were numerous area volunteer fire departments who were conducting searches around the woods near Kecksburg, looking for what they thought was an airplane that had exploded and crashed.

This sketch is more accurate than sketch used by SITU in the article.



MIKE SOOHEY
P.A.S.U. 1988

John Murphy was in the vicinity of the woods at Kecksburg when two state police cars arrived, along with Mrs. Jones and her son. They questioned the two observers, then the fire marshal and another investigator walked into the woods. They carried with them a yellow civil defense geiger counter, and were in the woods for 16 minutes, according to Murphy. When Murphy questioned the fire marshal about his finding anything he replied, "You'll have to talk to my lawyer." As the fire marshal walked away from the others, Murphy ran after him and once again asked if he found anything. The fire marshal responded, "I'm not sure" and told Murphy, "You'll have to get your information from the Army." Other troopers at the scene at that time, were told by the fire marshal not to let anyone into the woods. The fire marshal then left the area. Murphy got back into his car and telephoned the State Police Barracks. He was told that the military would soon be arriving at their fire house, and that a press conference would be held. When he arrived at the barracks, members of both the Air Force and the Army were gathered in a room. Murphy approached State Police Captain Joseph Dussia (now deceased), who was the Troop A Commander, and asked him if there was any information that he could give him off the record. Murphy stated that he was told by Captain Dussia that this statement, for-the-record was, "The Pennsylvania State Police have made a thorough search of the woods, and we are convinced that there is nothing in the woods." It was just a short time later, however, that Murphy overheard a conversation that the military wanted to go out to the woods at Kecksburg. He asked the fire marshal if it was okay for him to go along on the search, and was told to get permission from Captain Dussia. This was given, and Murphy followed along in the small caravan of vehicles returning to the Kecksburg area. When they arrived in the area of where the impact was believed to have occurred, they stopped and got out. The fire marshal and some military officers were preparing to enter the woods, and as Murphy began to follow, he was told sternly that he was not to go into the woods. The fire marshal thought that it would be a good idea to have a light truck from a local fire company light up the hillside where the search was taking place.

By this time, word had circulated that something had crashed in the woods. There were only a few single-lane roads surrounding the general area of the site, and these roads were, by now, jammed with cars of curiosity seekers. The state police had sealed off the area around the impact site, and some onlookers had seen the area roped off. The news media throughout the evening began arriving and were doing live interviews from that location. During the night, TV programming was interrupted for special reports concerning an Unidentified Flying Object that had crashed in Westmoreland County. Earlier, during the evening hours, a number of people had claimed to have seen a blue pulsating light in the woods. Years after this occurrence, I spoke with a gentleman who was a teenager at the time living nearby and he confessed how he and some friends ran through the trees flashing a strobe from his camera, after hearing the news reports. This blue light had no connection with the object that was being sought. Apparently, a lot of military activity had occurred in the Kecksburg vicinity after the short press conference. From the many people we later interviewed, it seemed evident that the military took control of the operation during this night, and apparently had influenced the role of the police authorities as well.

It seemed quite possible, that the state police may have had



no idea as to the extent of military involvement that night. The Kecksburg Volunteer Fire Department had its truck station located only a short distance from the impact site. According to members of the local fire departments who were involved in the search efforts, the military set up a command post in that building. A lot of equipment was brought in, including one large radio unit. There seemed to be mainly Air Force personnel who manned the fire hall. Firemen were reported to have been told to leave the firehall by the military, and armed guards were placed at the entrance. A large number of Army and Air Force vehicles were reported at different locations around the village during the evening. At least two flatbed trucks, one with military markings, another not marked and hauling a payload or small crane were seen moving near the wooded area. Later that evening, the sound of jet aircraft was heard in the vicinity of Latrobe Airport (now Westmoreland County Airport). At that time the runways at the airport would not permit jets to land, but there was word that night that military experts did land at the airport, and were driven to the search area. I have been told that reporter Murphy went to the airport and saw the aircraft land, and followed the passengers back to Kecksburg.

A number of onlookers witnessed a large flatbed military truck that was unloaded, moving in the direction of the impact area. It was late that evening when apparently the same truck came back down the road traveling at a high rate of speed. This time, however, a tarp covered over a large section of the flat bed. The vehicle, which had numerous lights flashing on it, was being escorted in the front and rear by other military vehicles. One witness stated that the truck wasn't about to slow down for anyone, and seemed in a hurry to get out of the area. It was a short time later that word was passed on to the firemen, and circulated among the crowds, that the search operation was over. What was located was not a crashed airplane, but a meteorite according to military authorities. The people began to depart, and searchers packed up their gear and returned to their vehicles.

It wasn't long after the occurrence that researchers began to question the validity of the Air Force explanation. The late Ivan T. Sanderson, in the March, 1966 edition of *Fate*, wrote an article "Something Landed in Pennsylvania" and traced the flight pattern of the object, and from then current information he estimated its speed. When Sanderson plotted its movement on a map, he found that the object passed in a straight line from east of Flint, Michigan, over Lake St. Clair to Oberlin and Elyria near the vicinity of Cleveland, Ohio in a southeast by southerly direction. It then made a 25 degree turn to the east. From that area it made a straight line of travel from Midland to Kecksburg Pennsylvania. Sanderson's

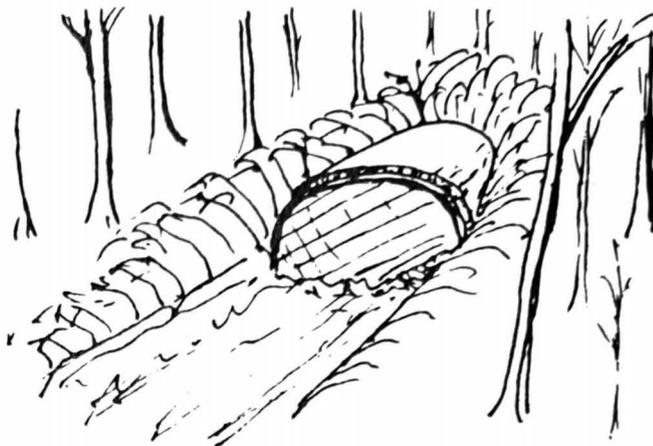
estimate, based on his information, showed that the object traveled at about 1,062.5 miles per hour. From various documents and personal interviews at the time of the occurrence, the most accurate time of observation in the local Kecksburg area, just before the impact, would have been at 4:47 p.m. Having obtained other data evaluated in other states about the event, and which appear to give better information as to accurate localized observation times, we have reevaluated the possible speed of the object, at 5,257 miles per hour. In either estimate this fireball was traveling much too slow for an ordinary meteor. The minimum speed recorded for a meteor is about 27,000 miles per hour.

But other facts obtained from eyewitnesses who were in the localized region before the impact also indicate that the object, even though giving the appearance of a bright meteor, just didn't travel properly. Jay Smith remembers standing outside of his house with his mother when they saw the object coming from the North. They were located in the village of Margurite, about 5 miles from Kecksburg. The object was fully engulfed in flames, with a tail a little longer than the main body. According to the witness, "There was very little if any smoke. The flames were mostly orange, yellow and white. We were able to watch the object for about a mile. The object was about 250 to 300 feet in the air, and about a 1/4 mile away. It appeared to be traveling at the speed of a small plane (not jet) and dropping slightly, almost like it was gliding. I'd estimate it only dropped 50 or 100 feet the entire time we watched it. I could not see the entire object inside the flames but it appeared, whatever it was, as white hot and round. I'd guess it was the size of a medium sized plane." The witness continued to watch as it headed downward to the woods at Kecksburg.

Since the night of this occurrence, the unsubstantiated reports of the military having hauled away an aerial object from the woods has persisted. But these were only rumors until the summer of 1987. During August, our statewide UFO organization, the Pennsylvania Association for the Study of the Unexplained (PASU), took part in the National UFO Information Week by setting up a large public display of UFO-related materials along with video presentations at the Westmoreland Mall in Greensburg. The event, which attracted thousands of people and was covered by the TV news media, brought many new leads to important UFO cases both recent and from the past. One gentleman happened to overhear a discussion between one of our members and another person about the Kecksburg case. This man politely interrupted and asked if they were, indeed, talking about that incident. He then gave details about the case including the fact that he was a member of one of the search teams that came across an object buried in the ground, which to this day he was unable to explain. We obtained what information we could and then arranged to meet with him to obtain the complete story. The witness was aware that we had been researching this case for many years, but was reluctant to come forward with his story. He was mainly concerned that if identified he and his family would be ridiculed.

We assured him of our policy of not revealing names of witnesses to protect them from such problems. He, thus, became most helpful and patient in providing us with a very remarkable account, which now gives strong support to the idea that a true Unidentified Flying Object did, indeed, crash in the woods of Kecksburg, and was taken away by military authorities. We will identify the key witness as Pete, who was a nineteen-year-old fireman in 1965. The following is about Pete's account.

Pete was among the thousands of observers late on the afternoon of December 9, 1965 who saw the huge fireball pass over his district. He was in the Latrobe area at the time. It was a short time later when the fire sirens went off, but he didn't connect the alarm with the object. Pete belonged to one of the small, village fire departments that was part of the county mutual-aid system. If a major fire or other incident occurred the various community fire units would assist each other. When he reached the firehall that afternoon the dispatcher was requesting search teams to go to the Kecksburg area, where reports indicated that an airplane had exploded in the sky, and possibly had crashed in a wooded area.



Artist's sketch of crash site

His fire company packed up, and drove to Kecksburg in their squad truck. They went to the Kecksburg fire hall from where the search was being coordinated. A large map was on the wall showing the general area where the search would be conducted. The members of the various local fire departments were to split up into three- and four-man search teams, and would conduct a grid-search pattern. Each team was to have a certain area to search, and were told to spread about 5 yards apart from each other, and to stay within sight of each other at all times. The firemen were equipped with walkie-talkies and flashlights. Pete's team had been out for a period of time when they received a radio call from a team on their far right. They were very excited, stated that they had found something, and asked for assistance. Pete and his companions left their sector and hurried over to find the other team pointing at an object that was semiburied in the ground. Looking around the site, the object had evidently descended at about a 25 to 30 degree angle. It had broken tree limbs, and knocked down 15- to 20-foot-high trees before impacting. The object appeared to have made a trench about 5 to 6 feet wide, shallow at the top at the entrance point, and wider at the end where it was partly buried. The trench appeared to be about 25 feet long, and the greatest depth seemed to have been about 7 feet. What was first puzzling to the firemen was the fact that there was no fire. The trees were, for December, mostly bare of leaves. (The blue column of smoke seen from the site by the Jones family, only lasted a short time and disappeared. There were rumors of a fire at the site, but no fire was actually seen or reported.) This was most amazing to Pete, who had seen the fireball and couldn't understand why, in fact, there was no fire.

The object was something foreign in appearance to the team members. The object's actual size and shape could not be determined since part of it was buried in the ground, but

ould be seen was startling. The form that was exposed ed like a giant metal acorn on its side. It was about 10 to 9 feet high and wide, and Pete states that he could easily have stood inside of it. The ground around the object did not appear to be burnt, or warm, and there was no steam or vapor from the area around the trench. The object was metallic, but it was of an unfamiliar color, and difficult to describe. Pete stated that it was like a tarnished silver or off-color gold. Pete, in trying to give a better description as to the actual appearance of the object in the ground, stated that it gave the impression of a deflated beach ball pushed in, rumped up, and toward the bottom there was a ring (or bumper-like structure) about eight to ten inches wide that seemed to cover the circumference of the object (but this was mostly covered by dirt). This "bumper" was raised up off the surface of the main object. On this bumper was a writing that Pete said looked like "ancient Egyptian hieroglyphics." He remembers characters of broken and straight lines, dots, rectangles, and circles. Even more amazing to Pete was that the object was completely intact. There was no breakage or debris, only the beach-ball-like surface had a wrinkled up appearance. Pete had been involved in airplane crash scenes over the years, and was baffled by this. The object had no windows, glass, fuselage, wings, rotors or seams. The men were standing about 3 feet away from the object, looking down into the trench at it. None of the men ventured to jump down and have a closer look, not knowing what this thing was. They were discussing this matter, when suddenly a state trooper and an older man in plain clothes, who appeared to have authority (PASU was later to identify him), approached them. Also military personnel were now moving into the area as well. The firemen were immediately ordered out of the area. Apparently these firemen came upon the crash site some time after the fire marshal had departed the area following being shown the general location by Mrs. Jones.

Since the night of the occurrence, Pete's life was changed by what he saw, and he is firmly convinced that the object at Kecksburg was not man-made. Pete stated, "I honestly believe that it was something other than Earth originated. I honestly feel, and totally believe that this came from somewhere outside our solar system." Pete has been a machinist for 25 years and is very familiar with metals both solid and liquid. He stated, "I have never in my life seen that color of metal in any shape, or form whether it was solid metal or liquid metal."

Pete feels that there were about seven other firemen in the group that saw the object. He did not know who those other firemen were except for his friend who, unfortunately, passed away in 1986. A few days after the search, word was passed among the fire departments that the authorities wanted to thank them for their assistance. It was stated that even though the object of the search turned out not to be an aircraft, but rather a meteorite, they provided an important service. The firemen knew what they saw was no meteorite, and thought at that point that this was something that should not be talked about.

Pete said he will never forget the excitement when the firemen in his group made their way back to the Kecksburg firehall after walking from the site. The hall was swarming with military personnel, the majority being from the Air Force. These men were carrying side arms. Just a short time after the firemen entered the hall they were ordered out by the military. The firehall was being set up as a command post. A lot of equipment was being carried in. The telephones were being used. Some firemen had overheard bits and pieces of

conversations that seemed to indicate that the military may have been passing information on to NORAD in Colorado. The firemen were told that if they had to use the toilet, they would have to go outside. Soon armed military members stood guard at the front entrance to the firehall. The Kecksburg Fire Chief at the time did not arrive on the scene until late that night and, then, went to the wooded area. He saw a military 6 x 6 truck with personnel near it, but he never went near the impact area. He lived not far from that site, and since it was late he never went to the firehall. He did not know until the next day, that his firehall had been overtaken. Not only had the military taken over that place, but they had also set up a post in a civilian house very close to the impact site until about 3 a.m.

When we interviewed the family, and they stated that the Air Force officers at their home were armed and were wearing rubber gloves, and that they had used their telephone all night. The children of the house stayed upstairs in the bedroom peeking out from the side of the curtains watching with curiosity. The family described to us how a large military truck was driven up to a nearby field and that something large was loaded on it. It was then covered with a tarpaulin and the truck drove away. There is indication that more than one truck load containing the object, and possibly material related to it, was taken out at different times during the course of the night. This family, as well as other local residents, described a strong unusual sulphur-like smell that permeated the area on the night of the crash.

Some witnesses to the military operation that night, felt that the takeover was, in fact, a decree of martial law — which is exercised by a military commander under the direction of the President of the United States. Many of the local people involved in the Kecksburg case were influenced enough by their contacts with military or local authorities to the effect that they refused to discuss what they saw or were told — even to this day. Mrs. Jones and her children, were targeted by the news media since the kids had seen the fireball apparently crash, and the authorities spent a lot of time questioning her, as well. One Air Force officer while telling others that the object in question was likely a meteorite, told Mrs. Jones early in the evening that he had received information "that a Gemini capsule had been expelled in this area" and that was likely the object seen. Mrs. Jones also told us that a state trooper was assigned to help her handle press information with reporters at the site. She told me during several interviews that the trooper told her that she could answer the questions, but if he pulled down on her arm, then he would handle that information. Mrs. Jones also stated that a state police car sat in front of her house for a week. She said the trooper just stayed there as if watching to see who was coming and going, and on a daily basis asked her if she had any new information on the case. One day when the question was asked she said she got upset and said "That's your job to find out what it was."

John Murphy, with the co-operation of the state police, and the staff of radio station WHJB in Greensburg, was able to put together a radio news special on the Kecksburg UFO crash called "Object in the Woods" which was aired several days after the event. Mrs. Jones, among others, was interviewed for the special, and the master tape had been edited and prepared for broadcasting. But, just prior to being aired, Mrs. Jones and others who were taped, called the station and

**The Air Force personnel working around the impact area, wore blue fatigues, and dark blue or black berets, reminiscent of Len Stringfield's "Blue Berets," which seem to be intelligence teams involved with UFO crashes.*

demand that their voice interview not be used. They claimed that they were afraid of reprisals from the military or other authorities. A "censored" version of the special was aired. Murphy had sent me the original reel-to-reel master tape which was uncensored so that I might obtain the information for research purposes. I returned the original tape to him, just a short time before his untimely death. My understanding is, that Murphy while on vacation in California, was killed by a hit-and-run driver.

Our PASU research team, has made numerous trips to the Kecksburg impact area. As had been recalled by Pete, numerous trees had been broken and knocked down. Our compass readings and other measurements indicate that the object approached the entrance of the tree line at about a 25 degree angle, and took the trees out along the path until hitting the ground. We however are uncertain as to whether the object actually made a long trench. We took Pete back to the site with us in 1987. This was his first visit to that spot since the occurrence in 1965. Without any leads from us, Pete stood in the area for a while trying to get his perspective, and recalling some features that stayed with him over the years. We had already known the general site, but could only estimate where the trench area would have been.

Pete remembered certain landmarks, and after a while began to walk around pointing out certain details that helped him recall more information. As he looked around a while he suddenly said, "I think that you fellows are standing on the spot where it was." Sure enough, Pete had picked the location that we had estimated to be the impact site. Almost next to where we were standing was a large wash that, in the dark and unfamiliar to onlookers, could give the impression of a long trench. The possibility exists that the object may have crashed directly into this creek area. The witness, after looking over that spot, did not exclude that possibility. Local people who went down in the woods the next morning claimed not to have seen any large holes or craters that weren't there before. We have had second-hand reports, that after the object was taken out, an army truck carrying small trees was brought in. Allegedly the impact site was filled in, and the trees planted to cover the site.

Because of the quick response, and the apparent concern that government agencies expressed about the Kecksburg UFO incident, we utilized the Freedom of Information Act (FOIA) to try to verify the military involvement and to find answers as to what the object was, and where it was taken. UFO researcher Ray Boeche and myself began a search in 1984 for records pertaining to the Kecksburg event. It was known, the night of the incident, that the military unit that took part in the recovery was the 662nd Radar Squadron based at the Oakdale Army Support facility, and located near the Greater Pittsburgh Airport. It was initially believed that this unit was under the command of the Army, but a letter dated August 15, 1984 from Air Force Headquarters, Washington, D.C., provided information that the squadron was under the control of the Aerospace Defense Command, now known as Space Command. So a request for information on the radar unit was sent to Space Command at Peterson Air Force Base in Colorado. An August 24th response from Space Command stated that they had no records of the squadron, and that it had been deactivated in 1969. An October response from this command stated, "We reviewed record shipment lists, and lists of record center holdings. This command maintains no records either here, or in a records center that are responsive with your request." We continued our efforts knowing that there had to be information on the case

among at least one agency's records. On February 8, 1985 a letter was received that indicated that a seemed to be on the case we were looking for, had been located in Air Force files. When we received the report, the first thing that caught my eye was the report cover, giving the Air Force evaluation as Astro (meteor). The file consisted of reports from witnesses, news items, and internal memos from various government agencies that showed quite an interest in the case. For example, "NORAD Operator RED 85-2, Space Defense Center, Ent Air Force Base, Colorado called and asked for latest info on Oakdale search effort." ["Major Howard from the Pentagon called. He wanted to find some information as to what he could release as a statement to the public concerning the meteor over Kecksburg (Acme), Pennsylvania."] ["Houston Space Center requested information as to the sighting near Kecksburg (Acme), Pennsylvania. Mr. Hagen from the Air Force Command Post called to find out if there is any additional information as to the sighting at Kecksburg (Acme), Pennsylvania."] But among the handwritten correspondence of the Air Force staff, we came across our first verification of the 662nd Radar Squadron. "The time of the sighting was relayed as 4:45 p.m. Some reports stated that the object was orange, others stated it was white with a tail. I called Major Quintanilla for his advice and assistance. He came to the base and called Major Liver. A further call was made to the Oakdale Radar Site in Pennsylvania. A three-man team has been dispatched to Kecksburg (Acme) to investigate and pick up an object that started a fire." Now that it was known that this unit was involved officially, I continued to search for records on the radar squadron. In December of 1985, the historical record of the 662nd Radar Squadron was located at the Air Force Historical Research Center, at Maxwell Air Force, Alabama. This record provided mission information, staff listing, and the record of activities for that unit during the entire month of December of 1965.

We learned that the unit's main function was "to provide search, SIF, and height-finding radar data and data link and voice air/ground radio communications to the Direction Center, Detroit Air Defense Sector during Mode I and Mode II operations, and to operate as a NORAD Surveillance Site in Mode III operation." The unit also provided assistance to the FAA Air Traffic Control system for aircraft in the Cleveland-Pittsburgh area. The name of an Air Force officer who was identified as the administrative officer for the squadron was mentioned in the Air Force report. As I continued to read over the monthly report of the squadron, it was found to contain data relative to equipment repair, squadron activities, and military exercises in which the unit participated. On November 18th, the unit was involved in an exercise called "Cree Arrow I," and on December 13th in another drill known as "Roundhouse Bravo." But, there was no entry for December 9th. How could so much equipment and personnel be activated, yet the log showed that they were not involved in any activity on the date of the incident?

In reviewing information that has been obtained by other researchers, and looking back into UFO history, we know that in 1965, the Air Force was still investigating UFO cases at the public level. It was apparently the Project Blue book staff, which contacted the 662nd Radar Squadron for their assistance. The Air Force report stated that the search was called off at about 2 a.m. and nothing was found. It is known from witnesses who were at the site that military personnel were still in the area at dawn, and continued to work around the impact area the next day. Is it possible that Blue Book was

given the real information as to what was found? A document obtained under FOIA — known as the Bolender Memo, and dated October 20, 1969 was written by Brigadier General C.H. Bolender U.S.A.F. — suggested that the Air Force UFO investigations program be terminated. But the memo also stated “reports of Unidentified Flying Objects which could affect national security, are made in accordance with JANAP 146, or Air Force Manual 55-11, and are not part of the Blue Book system.” In other words, Blue Book never was in a position to receive cases that affected National Security.

Researcher Robert G. Todd obtained a copy of an Air Force Intelligence document (AFCIN-IE-0) dated November 3, 1961 with subject matter concerning “(U) AFCIN Intelligence Team Personnel.” The enclosure states that headquarters USAF (AFCIN) maintains intelligence teams as a function of AFCIN-IE. “In addition to their staff duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force projects as *Moon Dust*, *Bluefly*, and *UFO*, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities.” Moon Dust is described “As a specialized aspect of its over-all material exploitation program, Headquarters USAF has established Project Moon Dust to locate, recover and deliver descended foreign space vehicles.” The document goes on to state, “These three peacetime projects all involve a potential for employment of qualified field intelligence personnel on a quick reaction basis to recover or perform field exploitation of *Unidentified Flying Objects*, or known as Soviet Block aerospace vehicles, weapon systems, and/or residual components of such equipment.” It is significant that the document states, “intelligence teams are comprised of three men each.” As mentioned earlier, the Air Force report on the Kecksburg crash states that a three-man team was dispatched from Oakdale. Project Moon Dust was apparently activated in the 1960’s (at least, under that designation), and according to Todd, is still active with the Defense Intelligence Agency as its OPR. Todd’s research has indicated that both Moon Dust and Blue Book were FTD projects. We found it of great interest that the deactivation of the 662nd Radar Squadron, and Project Blue Book, both occurred in December of 1969.

We feel it is quite likely that members of the 662nd Radar Squadron were trained as AFCIN intelligence teams, and that they investigated the case as a Moon Dust Operation. No Moon Dust documents have shown up yet relating to this case. If we believe the description that Pete gave of the imbedded object, then we can possibly rule out Earth originated space debris. **The Air Force record shows that NORAD’s (SPADATS) Space Detection and Tracking System did not have any space junk reentering the Earth’s atmosphere that day.** If NORAD and NASA knew what the object was, why did they request information from the site? Civilians directly involved near the area of impact have stated that **it was NASA personnel who were flown in to Latrobe Airport the night of the occurrence.** They were easily identifiable with their NASA patch. There is one other significant aspect to the case: Various statements and eyewitness accounts that we have obtained during our investigation point to the strong possibility that radiation was related to the UFO

Abbreviations used in the text above:

AFCIN — Air Force Counter Intelligence
OPR — Office of Primary Responsibility
FTD — Foreign Technical Division
SI — Selective Identification Feature

crash. Residents of the house that the military utilized during the night stated that they were told that, “Nobody is to leave this house.” Besides the military personnel in and around their home, and down at the impact site, **several men wearing decontamination outfits were observed.** The next afternoon an Army 6×6 truck was seen in the same area by another witness. **Men in decontamination outfits minus the head covering were carrying out a container on a stretcher-like unit, and loaded it on the truck.** Earlier that morning two of the young boys from the house used as the military post, crept down into the woods to see where the object had been. Military officers caught them, and told them to get out of the woods saying, “It might be dangerous down here. There is the possibility of radiation.”

Witnesses claimed to have seen specially lined containers that would be used to transport radioactive materials. Another curious aspect of this was also discovered. Apparently some of the local residents, curious about the events the night before, came down through the other side of the woods, and found a strange piece of material, unlike anything they had ever seen in the area before. This specimen looked like semiburnd coke, was about 10 inches in diameter, felt very heavy for it’s size and was warm to the touch. One man took it to a friend’s home where the lady of the house took several pictures of it. When the film was developed all the pictures of the material were over exposed. The man who had the sample, died a number of years ago. His friend’s claim that word got around that he had this material. A few weeks later some authorities came to his house and he turned it over to them.

We have interviewed the family who handled and photographed it, but of more interest was the fact that our key witness, Pete, two years after the event, came down with two types of skin cancer. The analysis of his medical condition baffled local doctors who had to consult with out-of-state experts. At this time we are trying to obtain copies of his medical history. Pete had always wondered if his cancer might have been related to the unknown object that he stood so close to that night in 1965. Our search continues for documents and other evidence on the Kecksburg case.

For many years during this study I had the opinion that the object in question was possibly space debris or a test device that went out of control. But the new evidence uncovered in the last several years, now supports the likelihood that a true UFO did crash in the woods of Western Pennsylvania.

CONCLUSION

During this study, many researchers, news media contacts, and other agencies have been very helpful in obtaining related information on this case. I would like to give special thanks to the following: Ray Boeche, Robert G. Todd, John Gribble, Len Stringfield, George E. Lutz, Mike Soohy, Dave Lester of the Greensburg *Tribune-Review*, the National Weather Service office in Pittsburgh, and the late John Murphy.

Other official sources wish not to be identified and I must comply with their request. All affidavits, taped interviews, documents, newspaper clippings, photographs and summary reports on this case, are contained in the PASU UFO Statewide Historical files.

For correspondence on this case please contact: Stan Gordon, PASU, 6 Oakhill Avenue, Greensburg, Pa. 15601 or call the PA. UFO Hotline at 412-838-7768.

