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BULLETIN

SPECIAL ROSWELL ISSUE

Crescat scientia vita excolatur (where knowledge increases, life is ennobled)

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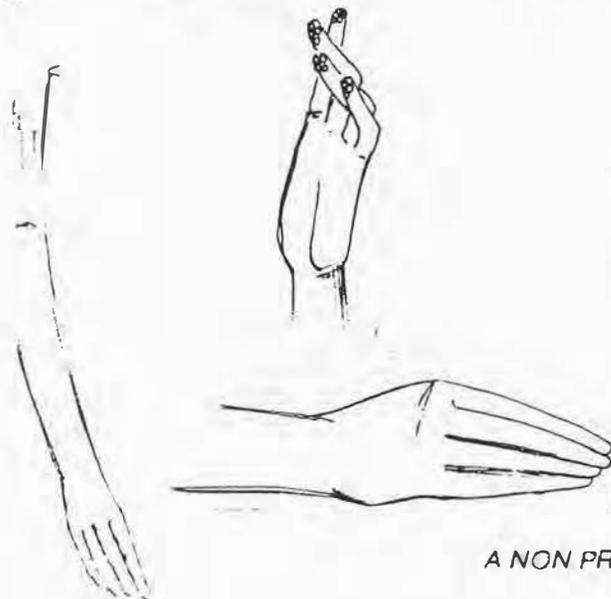
Below: The appearance of the aliens found at Roswell differ from the conventional wisdom of what aliens look like: their eyes are small, they have slight noses, their features are fine—almost human in appearance—and they have individualized faces. (Illustrations by Don Schmitt based on first-hand testimony)



Above-

Drawings by Glenn Dennis, formerly a mortician at Roswell in 1947. These illustrations are based on the actual drawings done in Mr. Dennis' presence by the nurse who participated in the preliminary autopsies at Roswell one day later.

Left-Drawings by eyewitnesses to the UFO crash at the Corona-Roswell area of New Mexico in July, 1947, show four fingers with suction cup type fingertips and no thumb. This and the Glenn Dennis alien head drawings above to the right are from *UFO Crash at Roswell* by Kevin D. Randle and Donald R. Schmitt © 1991 by the authors, published by Avon Books of The Hearst Corporation, New York City, New York. The drawings at top left are from *The Truth About The UFO Crash At Roswell*, ©, 1994, by Kevin D. Randle and Donald R. Schmitt, published by M. Evans and Company, Inc., New York City, New York. Readers should compare these sketches to the purported alien body photographs in the May-June 1995 Bulletin.



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ROSWELL TESTIMONY

An article by Christopher Schmidt dated Jan. 14, 1993, taken from the Internet

(Schmidt is with the Northeastern Education Organization of Northeastern University, Boston, Massachusetts, U.S.A.)

INTRODUCTION - Document Description

A flying saucer crashed near Roswell, New Mexico, in 1947. This document contains testimony from people who were closely associated with this incident. Most of the testimony in this document is from the 1992 book "Crash at Corona" by Stanton Friedman and Don Berliner, published in the United States by Paragon House.

That book contains lots of other interesting material, including material regarding another crash site in New Mexico. That book is the source of all testimony in this document except where noted.

Sequence of Events On July 2, 1947, during the evening, a flying saucer crashed on the Foster Ranch near Corona, New Mexico. The crash occurred during a severe thunderstorm. (The military base nearest the crash site is in Roswell, New Mexico; hence, Roswell is more closely associated with this event than Corona, even though Corona is closer to the crash site.)

On July 3, 1947, William "Mac" Brazel (rhymes with "frazzle") and his 7-year-old neighbor Dee Proctor found the remains of the crashed flying saucer. Brazel was foreman of the Foster Ranch. The pieces were spread out over a large area, perhaps more than half a mile long. When Brazel drove Dee back home, he showed a piece of the wreckage to Dee's parents, Floyd and Loretta Proctor. They all agreed the piece was unlike anything they had ever seen. On July 6, 1947, Brazel showed pieces of the wreckage to Chaves County Sheriff George Wilcox. Wilcox called Roswell Army Air Field (AAF) and talked to Major Jesse Marcel, the intelligence officer. Marcel drove to the sheriff's office and inspected the wreckage. Marcel reported to his commanding officer, Colonel William "Butch" Blanchard. Blanchard ordered Marcel to get someone from the Counter Intelligence Corps, and to proceed to the ranch with Brazel, and to collect as much of the wreckage as they could load into their two vehicles. Soon after this, military police arrived at the sheriff's office, collected the wreckage Brazel had left there, and delivered the wreckage to Blanchard's office. The wreckage was then flown to Eighth Air Force headquarters in Fort Worth, and from there to Washington.

Meanwhile, Marcel and Sheridan Cavitt of the Counter Intelligence Corps drove to the ranch with Mac Brazel. They arrived late in the evening. They spent the night in sleeping bags in a small out-building on the ranch, and in the morning proceeded to the crash site. On July 7, 1947, Marcel and Cavitt collected wreckage from the crash site. After filling Cavitt's vehicle with wreckage, Marcel told Cavitt to go on ahead, that Marcel would collect more wreckage, and they would meet later back at Roswell AAF. Marcel filled his vehicle with wreckage. On the way back to the air field, Marcel stopped at home to show his wife and son the strange material he had found.

On July 7, 1947, around 4:00 pm, Lydia Sleppy at Roswell radio station KSWS began transmitting a story on the teletype machine regarding a crashed flying saucer out on the Foster Ranch. Transmission was interrupted, seemingly by the FBI.

On July 8, 1947, in the morning, Marcel and Cavitt arrived back at Roswell AAF with two carloads of wreckage. Marcel accompanied this wreckage, or most it, on a flight to Fort Worth AAF.

On July 8, 1947, around noon, Colonel Blanchard at Roswell AAF ordered Second Lieutenant Walter Haut to issue a press release telling the country that the Army had found the remains of a crashed flying saucer. Haut was the public information officer for the 509th Bomb Group at Roswell AAF. Haut delivered the press release to Frank Joyce at radio station KGFL. Joyce waited long enough for Haut to return to the base, then called Haut there to confirm the story. Joyce then sent the story on the Western Union wire to the United Press bureau. On July 8, 1947, in the afternoon, General Clemence McMullen in Washington spoke by telephone with Colonel (later Brigadier General) Thomas DuBose in Fort Worth, chief of staff to Eighth Air Force Commander General Roger Ramey. McMullen ordered DuBose to tell Ramey to quash the flying saucer story by creating a cover story, and to send some of the crash material immediately to Washington.

On July 8, 1947, in the afternoon, General Roger Ramey held a press conference at Eighth Air Force headquarters in Fort Worth in which he announced that what had crashed at Corona was a weather balloon, not a flying saucer. To make this story convincing, he showed the press the remains of a damaged weather balloon that he claimed was the actual wreckage from the crash site. (Apparently, the obliging press did not ask why the Army hurriedly transported weather balloon wreckage to Fort Worth, Texas, site of the press conference, from the crash site in a remote area of New Mexico.)

The only newspapers that carried the initial flying saucer version of the story were evening papers from the Midwest to the West, including the Chicago Daily News, the Los Angeles Herald Express, the San Francisco Examiner, and the Roswell Daily Record. The New York Times, the Washington Post, and the Chicago Tribune were morning papers and so carried only the cover-up story the next morning.

At some point, a large group of soldiers were sent to the debris field on the Foster Ranch, including a lot of MPs whose job was to limit access to the field. A wide search was launched well beyond the limits of the debris field. Within a day or two, a few miles from the debris field, the main body of the flying saucer was found, and a mile or two from that several bodies of small humanoids were found. The military took Mac Brazel into custody for about a week, during which time he was seen on the streets of Roswell with a military escort. His behavior aroused the curiosity of friends when he passed them without any sign of recognition. Following this period of detention, Brazel repudiated his initial story.

THE CIVILIANS Loretta Proctor [NB: In the sections of this document that contain testimony, all text not enclosed in brackets, like those that enclose this sentence, is verbatim testimony.] [Loretta Proctor, Mac Brazel's nearest neighbor, was one of the first to see pieces of the wreckage Brazel had found. She was interviewed in July 1990.] I had this piece of material that he had picked up. He wanted to show it to us and wanted us to go down and see the rest of the debris or whatever, but we didn't on account of the transportation and everything wasn't too good. He didn't get anybody to come out who was interested in it. The piece he brought looked like

a kind of tan, lightbrown plastic. It was very lightweight, like balsa wood. It wasn't a large piece, maybe about four inches long, maybe just a little larger than a pencil. We cut on it with a knife and would hold a match on it, and it wouldn't burn. We knew it wasn't wood. It was smooth like plastic, it didn't have a real sharp corners, kind of like a dowel stick. Kind of dark tan. It didn't have any grain, just smooth. I hadn't seen anything like it.

[The following statement by Loretta Proctor suggests the possibility that Mac Brazel had been bribed to keep quiet.] I think that within that year, he had moved off the ranch and moved to Alamogordo or to Tularosa and he put in a locker there. That was before people had home freezers, and it was a large refrigerated building. You would buy beef and cut it up and put it in those lockers and you had a key to it and you could get your beef out when you wanted it. I think it would have been pretty expensive, and we kind of wondered how he could put it in with rancher's wages.

[Here is what Loretta Proctor said on the American television program "Unsolved Mysteries".] Floyd Loretta's husband and a neighbor was in Roswell and saw Mac surrounded by some of the Air Force people. And they walked right by them and Mac wouldn't speak to them. They thought it was kind of funny, I guess, really wondered what he'd got into. And Mac, he wouldn't talk about it after he come back home. But he did say if he ever found something else he wouldn't report it.

[Marian Strickland was a neighbor of Mac Brazel. She was interviewed in 1990.] Mac made it plain he was not supposed to tell that there was any excitement about the material he found on the ranch. He was a man who had integrity. He definitely felt insulted and mis-used, and disrespected. He was worse than annoyed. He was definitely under some stress, and felt that he had been kicked around. He was threatened that if he opened his mouth, he might get thrown in the back side of the jail. He gave that impression, definitely.

Bessie Brazel Schreiber is Mac Brazel's daughter. Here is her description of wreckage from the crash. [The material resembled a sort of aluminum-like foil. Some of [these] pieces had a sort of tape stuck to them. Even though the stuff looked like tape, it could not be peeled off or removed at all. Some of these pieces had something like numbers and lettering on them, but there were no words we were able to make out. The figures were written out like you would write numbers in columns, but they didn't look like the numbers we use at all. There was also a piece of something made out of the same metal-like foil that looked like a pipe sleeve. About four inches across and equally long, with a flange on one end. Also what appeared to be pieces of heavily waxed paper.

William Brazel Jr is Mac Brazel's son. Here is his description of wreckage from the crash. One of the pieces looked like something on the order of tinfoil, except that it wouldn't tear.... You could wrinkle it and lay it back down and it immediately resumed its original shape... quite pliable, but you couldn't crease or bend it like ordinary metal. Almost like a plastic, but definitely metallic. Dad once said that the Army had once told him it was not anything made by us. There was also some threadlike material. It looked like silk, but was not silk, a very strong material [without] strands or fibers like silk would have. This was more like a wire, all one piece or substance. [There were also] some wooden-like particles like balsa wood in weight, but a bit darker in color and much harder.... It was pliable but wouldn't break. Weighed nothing, but you couldn't scratch it with your fingernail. All I had was

a few small bits. [There was no writing or markings on the pieces I had] but Dad did say one time that there were what he called "figures" on some of the pieces he found. He often referred to the petroglyphs the ancient Indians drew on the rocks around here as "figures", too, and I think that's what he meant to compare them with.

[Here are other remarks by William Brazel Jr.] My dad found this thing and he told me a little bit about it, not much, because the Air Force asked him to take an oath that he wouldn't tell anybody in detail about it. He went to his grave and he never told anybody. He was an oldtime Western cowboy, and they didn't do a lot of talking. My brother and I had just went through World War II (him in the Army and me in the Navy) and needless to say, my dad was proud. Like he told me, "When you guys went in the service, you took an oath, and I took an oath not to tell." The only thing he said was, "Well, there's a big bunch of stuff, and there's some tinfoil, some wood, and on some of that wood there was Japanese or Chinese figures."

[At the time of the crash, William Brazel Jr had been living and working in Albuquerque, but returned when his father was taken into custody and thus there was no one to run the ranch.] I rode out there [the field where the wreckage was found] on the average of once a week, and I was riding through that area, I was looking. That's why I found those little pieces. Not over a dozen pieces. I'd say maybe eight different pieces. But there was only three [different] items involved: something on the order of balsa wood, something on the order of heavy-gauge monofilament fishing line, and a little piece of -- it wasn't tinfoil, it wasn't lead foil -- a piece about the size of my finger.

Some of it was like balsa wood: real light and kind of neutral color, more of a tan. To the best of my memory, there wasn't any grain in it. Couldn't break it, it'd flex a little. I couldn't whittle it with my pocket knife. The "string", I couldn't break it. The only reason I noticed the tinfoil (I'm gonna call it tinfoil), I picked this stuff up and put it in my chaps pocket. Might be two or three days or a week before I took it out and put it in a cigar box. I happened to notice when I put that piece of foil in that box, and the damn thing just started unfolding and just flattened out. Then I got to playing with it, I'd fold it, crease it, lay it down and it'd unfold. It's kinda wierd. I couldn't tear it. The color was in between tinfoil and lead foil, about the [thickness] of lead foil.

I was in Corona, in the bar, the pool hall. Sort of the meeting place, domino parlor.... That's where everybody got together. Everybody was asking, they'd seen the papers (this was about a month after the crash) and I said, "Oh, I picked up a few little bits and pieces and fragments." So, what are they? "I dunno." Then lo and behold, here comes the military out to the ranch, a day or two later. I'm almost positive that the officer in charge, his name was Armstrong, a real nice guy. He had a [black] sergeant with him that was real nice. I think there was two other enlisted men. They said, "We understand your father found this weather balloon." I said, "Well yeah." "And we understand you found some bits and pieces." I said, "Yeah, I've got a cigar box that's got a few of them in there, down at the saddle shed." And this (I think he was a captain), and he said, "Well, we would like to take it with us." I said, "Well..." And he smiled and he said, "Your father turned the rest of it over to us, and you know he's under an oath not to tell. Well," he said, "we came after those bits and pieces." And I kind of smiled and said, "OK, you can have the stuff, I have no use for it at all." He said, "Well, have you examined it?" And I said, "Well, enough to know that I don't know what the hell it is." And he

said, "We would rather you didn't talk very much about it."

[Glenn Dennis was a mortician in Roswell in 1947. His employer provided mortuary services for Roswell Army Air Field. Dennis drove a combination hearse and ambulance for both civilian and military assignments. On July 9 or 10, 1947, Dennis got several phone calls from the Roswell AAF mortuary officer, who was more of an administrator than a mortuary technician. The officer wanted to know about hermetically sealed caskets ("What was the smallest one they could get?"), and about chemical solutions. Dennis was interviewed in August 1989 by Stanton Friedman.] This is what was so interesting. See, this is why I feel like there was really something involved in this, because they didn't want to do anything that was going to make an imbalance. They kept saying, "OK, what's this going to do to the blood system, what's this going to do to the tissue?" Then when they informed me that these bodies [had] laid out in the middle of July, in the middle of the prairie, I mean that body's going to be as dark as your [blue] blazer there, and it's going to be in bad shape. I was the one who suggested dry ice. I'd done that a time or two. I talked to them four or five times in the afternoon. They would keep calling back and asking me different questions involving the body. What they were really after was how to move those bodies. They didn't give me any indication they even had the bodies, or where they were. But they kept talking about these bodies, and I said, "What do the bodies look like?" And they said, "I don't know, but I'll tell you one thing: This happened some time ago." The only thing that was mentioned was that they were exposed to the elements for several days.

I understand these bodies weren't in the same location as where they found some of the others. They said the bodies weren't in the vehicle itself; the bodies were separated by two or three miles from it.

They talked about three different bodies: two of them mangled, one that was in pretty good shape. [That evening, Dennis took a GI accident victim to the base infirmary, which was in the same building as the hospital and the mortuary. He walked the injured GI inside, then drove around to the back to see a pretty young Army Air Forces nurse he had recently gotten to know.] There were two MPs standing right there, and I got out and started to go in. I wouldn't have gotten as far as I did if I hadn't parked in the emergency area. They probably thought I was coming after somebody.

The doors were open to the military ambulances and that's where some wreckage was, and there was an MP on each side. I saw all the wreckage. I don't know what it was, but I knew there was something going on, and that's when I first got an inclination that something was happening. What was so curious about it, was that in two of those ambulances was a deal that looked like [the bottom] half of a canoe. It didn't look like aluminum. You know what stainless steel looks like when you put heat on it? How it'll turn kinda purplish, with kind of a blue hue to it? [Dennis later said that he saw a row of unrecognizable symbols several inches high on the metal devices.]

I just glanced in and kept going. When I got inside, I noticed there was quite a bit of activity. When I went back into the lounge, there were "big birds" [high-ranking officers he didn't recognize, though he was familiar with all the local medical people] everywhere. They were really shook up. So I went down the hall where I usually go, and I got down the hall just

a little way and an MP met me right there. He wanted to know who the hell I was and where I was from, and what business did I have there? I explained who I was. Evidently he was under the impression that they called me to come out.

Anyway, I got past that and I went on in and then this is where I met the nurse. She was involved in this thing, she was on duty. She told me, "How in the hell did you get in here?" I said, "I just walked in." She said, "My God, you are going to get killed." And I said, "They didn't stop me."

I was going to the Coke machine to get us a Coke, and this big red-headed colonel said, "What's that son of a bitch doing here?" He hollered at the MPs and that's when it hit the fan. These two MPs grabbed me by the arms and carried me clear outside. They carried me to the ambulance. I didn't walk, they carried me. And they told me to get my ass out of there. [They followed him back to the funeral home.]

About two or three hours later, they [called] and told me, "You open your mouth and you'll be so far back in the jug they'll have to shoot pinto beans [into you] with a bean shooter." I just laughed and said, "Go to hell."

[Dennis spoke with the nurse again the following day.] She said there were three little bodies. Two of them were just mangled beyond everything, but there was one of them that was really in pretty good condition. And she said, "Let me show you the difference between our anatomy and theirs. Really, what they looked like was ancient Chinese: small, fragile, no hair." She said their noses didn't protrude, the eyes were set pretty deep, and the ears were just little indentations. She said the anatomy of the arms was different, the upper arm was longer than the lower. They didn't have thumbs, they had four different, she called them "tentacles", I think. Didn't have any fingernails. She then described how they had little things like suction cups on their fingertips. I asked her were these men or women? [Were their] sex organs the same as ours? She said, "No, some were missing."

The first thing that decomposes on a body would be the brain, next the sex organs, especially in women. But she thought there had probably been something, some animals. Some of these bodies were badly mutilated.

She said they got the bodies out of those containers [the ones he had seen in the backs of the ambulances, on the way into the hospital]. See, they weren't at the crash site, they were about a mile or two from the crash site. She said they looked like they had their own little cabins. She said the lower portion, the abdomen and legs, was crushed, but the upper portion wasn't that bad. She told me the head was larger and it was kind of like, the eyes were different.

[A few weeks later, Dennis heard from his father.] "What the hell'd you get into? What kind of trouble are you in?" I said, "I'm not in any trouble." And he said, "The hell you're not. The sheriff [an old friend of the elder Dennis] said that the base personnel have been in and they want to know all about your background."

THE COPS [Barbara Dugger is the granddaughter of George and Inez Wilcox. George was the sheriff who Mac Brazel contacted after discovering the crashed flying saucer. Barbara Dugger was interviewed in 1991 by Kevin Randle.]

[My grandmother said] "Don't tell anybody. When the incident happened, the military police came to the jailhouse and told George and I that if we ever told anything about the incident, not only would we be killed, but our entire family would be killed."

They called my grandfather and someone came and told him about this incident. He went out there to the site. There was a big burned area and he saw debris. It was in the evening. There were four space beings. Their heads were large. They wore suits like silk. One of the little men was alive. If she [Inez] said it happened, it happened. [Regarding the death threat, Barbara said Inez said:] "They meant it, Barbara. They were not kidding." She said the event shocked him. He never wanted to be sheriff again after that. Grandmother ran for sheriff and was defeated. My grandmother was a very loyal citizen of the United States, and she thought it was in the best interest of the country not to talk about it.

THE PRESS [Frank Joyce worked at the radio station KGFL. He got a phone call from a man, presumably Mac Brazel, who reported wreckage on his ranch.] He asked me what to do about it. I recommended he go to Roswell Army Air Base [sic]. The next thing I heard was that the PIO, [Lieutenant] Walter Haut, came into the station some time after I got this call. He handed me a news release printed on onionskin stationary and left immediately. I called him back at the base and said, "I suggest that you not release this type of story that says you have a flying saucer or flying disk." He said, "No, it's Ok. I have the OK from the C.O. [Colonel Blanchard]."

I sent the release on the Western Union wire to the United Press bureau. After I returned to the station, there was a flash on the wire with the story: "The U.S. Army Air Corps [sic] says it has a flying disk." They typed a paragraph or two, and then other people got on the wire and asked for more information. Then the phone calls started coming on, and I referred them to [the airfield]. Then the wire stopped and just hummed. Then a phone call came in, and the caller identified himself as an officer at the Pentagon, and this man said some very bad things about what would happen to me. He was really pretty nasty. Finally, I got through to him: I said, "You're talking about a release from the U.S. Army Air Corps." Bang, the phone went dead, he was just gone.

Then [station owner Walt] Whitmore called me and said, "Frank, what's going on down there?" He was quite upset. He asked, "Where did you get this story?" In the meantime, I got this [USAAF news] release and hid it, to have proof so no one could accuse me of making it up. Whitmore came in to the station and I gave him the release. He took it with him.

The next significant thing occurred in the evening. I got a call from [Mac] Brazel. He said we haven't got this story right. I invited him over to the station. He arrived not long after sunset. He was alone, but I had the feeling that we were being watched. He said something about a weather balloon. I said, "Look, this is completely different than what you told me on the phone the other day about the little green men," and that's when he said, "No, they weren't green."

I had the feeling he was under tremendous pressure. He said, "Our lives will never be the same again."

[Lydia Sleppy was a teletype operator at Roswell radio station KSWs. The event she describes below took place around 4:00 pm on July 7, 1947. She was interviewed in October 1990 by Stanton Friedman.] We were Mutual Broadcasting

and ABC, and if we had anything newsworthy, we would put it on the [teletype] machine, and I was the one who did the typing. It was in my office. Mr Tucker [Merle Tucker was the station owner] was in Washington DC trying to get an application approved for a station in El Paso, when this call came from John McBoyle [another KSWs staffer]. He told me he had something hot for the network. I said, "Give me a minute and I'll get the assistant manager," because if it was anything like that, I wanted one of them there while I was taking it down. I went back and asked Mr [Karl] Lambertz (he came up from the big Dallas station) if he would come up and watch. John was dictating and [Karl] was standing right at my shoulder. I got into it enough to know that it was a pretty big story, when the bell came on [signaling an interruption]. Typing came across: "This is the FBI, you will cease transmitting."

I had my shorthand pad, and I turned around and told [Karl] that I had been cut off, but that I could take it in shorthand and then we could call it in to the network. I took it in shorthand, as John went on to give the story. He had seen them take the thing away. He'd been out there [presumably at the Foster ranch] when they took it away. And at that time, if I remember correctly, John said they were gonna load it up and take it to Texas. But when the planes came in, they were from Wright Field. Walt Whitmore Jr [Walt Whitmore Jr was the son of the owner of Roswell radio station KGFL. Here is his description of wreckage from the crash.] [It was] very much like lead foil in appearance but could not be torn or cut at all. Extremely light in weight. Some small beams that appeared to be either wood or woodlike had a sort of writing on it which looked like numbers which had either been added or multiplied [in columns]

THE MILITARY [Major Jesse Marcel was one of the the first two military people to visit the Corona crash site. The other was Sheridan Cavitt, who to this day has refused to even acknowledge that he was there on the ranch with Marcel. Jesse Marcel died in 1982. He was interviewed in 1979.]

When we arrived at the crash site, it was amazing to see the vast amount of area it covered. It was nothing that hit the ground or exploded [on] the ground. It's something that must have exploded above ground, traveling perhaps at a high rate of speed, we don't know. But it scattered over an area of about three quarters of a mile long, I would say, and fairly wide, several hundred feet wide. So we proceeded to pick up all the fragments we could find and load up our Jeep Carry-All. It was quite obvious to me, familiar with air activities, that it was not a weather balloon, nor was it an airplane or a missile. What it was, we didn't know.

We just picked up the fragments. It was something I had never seen before, and I was pretty familiar with all air activities. We loaded up the Carry-All but I wasn't satisfied. I told Cavitt, "You drive this vehicle back to the base and I'll go back out there and pick up as much as I can put in the car," which I did. But we picked up only a very small portion of the material that was there. One thing that impressed me about the debris that we were referring to is the fact that a lot of it looked like parchment. A lot of it had a lot of little members [I-beams] with symbols that we had to call them hieroglyphics because I could not interpret them, they could not be read, they were just symbols, something that meant something and they were not all the same. The members that this was painted on – by the way, those symbols were pink and purple, lavender was actually what it was. And so these little members could not be broken, could not be burned, I even tried to burn that. It would not burn. The

same with the parchment we had.

But something that is more astounding is that the piece of metal that we brought back was so thin, just like the tinfoil in a pack of cigarette paper. I didn't pay too much attention to that at first, until one of the GIs came to me and said, "You know the metal that was in there? I tried to bend that stuff and it won't bend. I even tried it with a sledge hammer. You can't make a dent on it." I didn't go back to look at it myself again, because we were busy in the office and I had quite a bit of work to do. I am quite sure that this young fellow would not have lied to me about that, because he was a very truthful, very honest guy, so I accepted his word for that. So, beyond that, I didn't actually see him hit the matter with a sledge hammer, but he said, "It's definite that it cannot be bent and it's so light that it doesn't weigh anything." And that was true of all the material that was brought up. It was so light that it weighed practically nothing.

This particular piece of metal was, I would say, about two feet long and perhaps a foot wide. See, that stuff weighs nothing, it's so thin, it isn't any thicker than the tinfoil in a pack of cigarettes. So I tried to bend the stuff, it wouldn't bend. We even tried making a dent in it with a 16-pound sledge hammer, and there was still no dent in it. I didn't have the time to go out there and find out more about it, because I had so much other work to do that I just let it go. It's still a mystery to me as to what the whole thing was. Like I said before, I knew quite a bit about the material used in the air, but it was nothing I had seen before. And as of now, I still don't know what it was. So that's how it stands.

[Here is what Jesse Marcel said on the American television program "Unsolved Mysteries".] There were just fragments strewn all over the area, an area about three quarters of a mile long and several hundred feet wide. So we proceeded to pick up the parts. I tried to bend the stuff, it would not bend. I even tried to burn it, it would not burn. That stuff weighs nothing. It's not any thicker than tin foil in a pack of cigarettes. We even tried making a dent in it with a 16-pound sledge hammer, still no dent in it. One thing I was certain of, being familiar with all our activities, that it was not a weather balloon, nor an aircraft, nor a missile. It was something else, which we didn't know what it was. [Jesse Marcel Jr is Major Jesse Marcel's son. When Major Marcel returned from the Foster Ranch with a carload of wreckage from the crashed flying saucer, he stopped off at home to show his wife and his eleven-year old son what he had found. Jesse Jr is now a medical doctor, an Army reserve helicopter pilot who served in Vietnam, and a qualified aircraft accident investigator.] The crash and remnants of the device that I happened to see have left an imprint on my memory that can never be forgotten. The craft was not conventional in any sense of the word, in that the remains were most likely what was then known as a flying saucer that had apparently been stressed beyond its designed capabilities. I'm basing this on the fact that many of the remnants, including I-beam pieces that were present, had strange hieroglyphic typewriting symbols across the inner surfaces, pink and purple, except that I don't think there were any animal figures present as there are in true Egyptian hieroglyphics. The remainder of the debris was just described as nondescript metallic debris, or just shredded fragments, but there was a fair amount of the intact I-beam members present. I only saw a small portion of the debris that was actually present at the crash site.

[Here is what Jesse Marcel Jr said on the American television program "Unsolved Mysteries".] When [Dad] came back to the house he had a bunch of wreckage with

him at the time, and he brought the wreckage into the house. Actually wakened my mother and myself out so we could view this, because it was so unusual. This was about two o'clock in the morning as I recall, and he spread it out so we could get some basic idea what it looked like, what it was....

We were all amazed by this debris that was there, primarily because we didn't know what it was, you know, it was just the unknown.... This writing [on a short piece of I-beam] could be described as like hieroglyphics, Egyptian-type hieroglyphics, but not really. The symbols that were on the I-beams were more of a geometric-type configuration in various designs. It had a violet-purple type color and was actually an embossed part of the metal itself.

Years after this incident happened, we would talk privately among ourselves about what the possibilities of this, what this thing was. And I feel that we, well I know that we came to the conclusion it was not of earthly origin. If I had not actually held pieces of it in my hand, I would not think that it would be possible. But because I happened to see this, that's the only reason I believe it.... My dad said obviously it [the weather balloon story] was a cover-up story, it was not a weather balloon. He was a little disturbed about that, but he had his own security classification to protect. He could not really go public with, hey this is not the real thing, I mean this is not a weather balloon. So he had to keep that to himself.

[Second Lieutenant Walter Haut was a public information officer at Roswell AAF in 1947. Colonel Blanchard ordered Haut to issue a press release telling the country that the Army had found a flying saucer. Here is the text of Haut's press release.] The many rumors regarding the flying disc became a reality yesterday when the Intelligence office of the 509th Bomb Group of the Eighth Air Force, Roswell Army Air Field, was fortunate enough to gain possession of a disc through the cooperation of one of the local ranchers and the sheriff's office of Chaves County. The flying object landed on a ranch near Roswell sometime last week. Not having phone facilities, the rancher stored the disc until such time as he was able to contact the sheriff's office, who in turn notified Maj. Jesse A. Marcel of the 509th Bomb Group Intelligence Office. Action was immediately taken and the disc was picked up at the rancher's home. It was inspected at Roswell Army Air Field and subsequently loaned by Major Marcel to higher headquarters.

[Here is what Haut said on the American television program "Unsolved Mysteries".] I took the release into town. And that was one of the things that Colonel Blanchard told me to do, take it into town, because if there was any validity to this, he didn't want the news media to feel that we had jumped over their heads and were not cooperating with them.

[Here is what Haut said in an interview for an article in "Air and Space/Smithsonian" magazine, Sep-Oct 1992, when asked what he thought really happened back in 1947.] I feel there was a crash of an extra-terrestrial vehicle near Corona.

Bill Rickett [Bill Rickett was a Counter Intelligence Corps officer based in Roswell. He had an opportunity to examine some of the wreckage recovered from the Foster Ranch. He escorted Dr Lincoln LaPaz, a meteor expert from the New Mexico Institute of Meteoritics, on a tour of the crash site and the surrounding area.] [The material] was very strong and very light. You could bend it but couldn't crease it. As far as I know, no one ever figured out what it was made of.... It was LaPaz's job to try to find out what the speed and trajectory of the thing was. LaPaz was a

world-renowned expert on trajectories of objects in the sky, especially meteors, and I was told to give him all the help I could.

At one point LaPaz interviewed the farmer [Mac Braze]. I remember something coming up during their conversation about this fellow thinking that some of his animals had acted strangely after this thing happened. Dr LaPaz seemed very interested in this for some reason. LaPaz wanted to fly over the area, and this was arranged. He found one other spot where he felt this thing had touched down and then taken off again. The sand at this spot had been turned into a glass-like substance. We collected a boxful of samples of this material. As I recall, there were some metal samples here, too, of that same sort of thin foil stuff. LaPaz sent this box off somewhere for study; I don't know or recall where, but I never saw it again. This place was some miles from the other one. LaPaz was very good at talking to people, especially some of the local ranch hands who didn't speak a lot of English. LaPaz spoke Spanish. I remember he found a couple of people who had seen two — I don't know what to call them, UFOs I suppose — anyway, had seen two of these things fly over very slowly at a very low altitude on a date, in the evening, that he determined had been a day or two after the other one had blown up.

These people said something about animals being affected, too.... Before he went back to Albuquerque, he told me that he was certain that this thing had gotten into trouble, that it had touched down for repairs, taken off again, and then exploded. He also felt certain there were more than one of these devices, and that the others had been looking for it. At least that's what he said. He was positive the thing had malfunctioned. The Air Force's explanation that it was a balloon was totally untrue. It was not a balloon. I never did know for sure what its purpose was, but it wasn't ours. I remember speculating with LaPaz that it might have been some higher civilization checking on us. LaPaz wasn't against the idea, but he was going to leave speculations out of his report.

[F.B. was an Army Air Forces photographer stationed at Anacostia Naval Air Station in Washington DC when he and fellow photographer A.K. were flown aboard a B-25 bomber to Roswell Army Air Field sometime during the second week of July 1947. F.B. was interviewed by Stanton Friedman.]

One morning they came in and they said, "Pack up your bags and we'll have the cameras there, ready for you." We didn't know where we was going. [After a few hours' flight, they arrived at Roswell.] We got in a staff car with some of the gear they had brought along with us in trucks, and we headed out, about an hour and a half, we was heading north. We got out there [one of the crash sites in the Corona area] and there was a helluva lot of people out there, in a closed tent. You couldn't hardly see anything inside the tent. They said, "Set your camera up to take a picture fifteen feet away." A.K. got in a truck and headed out to where they was picking up pieces. All kinds of brass running around. And they was telling us what to do. Shoot this, shoot that. There was an officer in charge. He met us out there and he'd go into the tent and he'd come back and tell us, "OK." He'd stand there right besides us and [say], "OK, take this picture."

There was four bodies I could see when the flash went off, but you was almost blind because it was a beautiful day, sunny. You'd go in this tent, which was awful dark. That's all I was taking, bodies. These bodies was under a canvas, and they'd open it up and you'd take a picture, flip out your

flashbulb, put another one in [take another picture] and give him the film holder (each holder held two sheets of four-by-five inch cut film) and then you went to the next spot.

I guess there was ten to twelve officers, and when I got ready to go in, they'd all come out. The tent was about twenty by thirty foot. The bodies looked like they was lying on a tarp. One guy did all the instructions. He'd take a flashlight and he'd come down there. "See this flashlight?" Yes sir. "You're in focus with it?" Yes sir. "Take a picture of this." He'd take the flashlight away. We just moved around in a circle, taking pictures. Seemed to me [the bodies] were all just about identical. Dark complected. I remember they was thin, and it looked like they had too big of a head. I took thirty shots.

I think I had about fifteen [film] holders. It smelled funny in there. A.K. came back in a truck that was loaded down with debris. A lot of pieces sticking out that wasn't there when they took off. We got debriefed on the way back to the airport [Roswell Army Air Field]. About four the next morning, they woke us, they took us to the mess hall, we ate, we got back on the B-25 and headed back. When we got back to Anacostia we got debriefed some more, by a lieutenant commander. [It was made clear to both F.B. and A.K. that whatever they thought they saw in New Mexico, they hadn't seen.]

[M/Sgt Robert Porter was a B-29 flight engineer with the 830th Bomb Squadron. He happens to be Loretta Proctor's brother. He was interviewed by Stanton Friedman.]

We flew these pieces. [Some officers in the crew] told us it was parts of a flying saucer. The packages were in wrapping paper, one triangle-shaped about two and a half feet across the bottom, the rest in smaller, shoebox-sized packages. [They were in] brown paper with tape. It was just like I picked up an empty package, very light. The loaded triangle-shaped package and three shoebox-sized packages would have fit into the trunk of a car. On board were Lieutenant Colonel Payne Jennings [deputy commander of Roswell] and Major Marcel. Captain Anderson said it was from a flying saucer.

We got to Fort Worth, they transferred [the packages] to a B-25 and took them to Wright [Field]. When we landed at [Fort Worth], Colonel Jennings told us to take care of maintenance, and after a guard was posted, we could eat lunch. We came back, they told us they had transferred the material to a B-25. They told us it was a weather balloon. It WASN'T a weather balloon.

[First Lieutenant Robert Shirkey was assistant operations officer of the 509th Bomb Group. He was interviewed by Stanton Friedman.] A call came in to have a B-29 ready to go as soon as possible. Where to? Fort Worth, on Colonel Blanchard's directive. [I was] in the Operations Office when Colonel Blanchard arrived and asked if the airplane was ready. When told it was, Blanchard waved to somebody, and approximately five people came in the front door, down the hallway, and onto the ramp to climb into the airplane, carrying parts of the crashed flying saucer.

I got a very short glimpse, asked Blanchard to turn sideways so [I] could see too. Saw them carrying pieces of metal. They had one piece that was eighteen by twenty-four inches, brushed stainless steel in color.

[S/Sgt Robert Slusher was assigned to the 393rd Bomb Squadron. On or about July 9, 1947, he was on board a

B-29 that carried a single crate from Roswell AAF to Fort Worth AAF. Also on board were were four armed MPs. He said the crate was twelve feet long, five feet wide, and four feet high.

Upon arrival at Fort Worth, the crate was loaded onto a flatbed weapons carrier and hauled off, accompanied by the MPs, who later rejoined the crew for the return flight. Robert Slusher was interviewed in 1991.] (There was an implication that the contents of the crate was sensitive to air pressure, which suggests that the crate contained something other than pieces of metal. The plane flew at the unusually low altitude of four to five thousand feet. Usually on such a trip a B-29 flies at twenty-five thousand feet, as its cabin is pressurized and the B-29 flies better at high altitude. However, the bomb bay where the crate was stowed cannot be pressurized.)

The return flight was above twenty thousand feet, and the cabin was pressurized. The round trip took approximately three hours, fifteen minutes. The flight was unusual in that we flew there, dropped the cargo, and returned immediately. It was a hurried flight; normally we knew the day before there would be a flight. There was a rumor that the crate had debris from the crash. Whether there were any bodies, I don't know. The crate had been specially made; it had no markings.

[Robert Smith was a member of the First Air Transport Unit, which operated Douglas C-54 Skymaster four-engined cargo planes out of the Roswell AAF. He was interviewed in 1991.]

A lot of people began coming in all of a sudden because of the official investigation. Somebody said it was a plane crash, but we heard from a man in Roswell that it was not a plane crash, it was something else, a strange object. There was another indication that something serious was going on.

One night, when we were coming back to Roswell, a convoy of trucks covered with canvas passed us. When they got to the [airfield] gate, they headed over to this hangar on the east end, which was rather unusual. The truck convoy had red lights and sirens. My involvement in the incident was to help load crates of debris into the aircraft. We all became aware of the event when we went to the hangar on the east side of the ramp. There were a lot of people in plain clothes all over the place. They were inspectors, but they were strangers on the base. When challenged, they replied they were here on Project So-and-So, and flashed a card, which was different from a military ID card.

We were taken to the hangar to load crates. There was a lot of farm dirt on the hangar floor. We loaded [the crates] on flatbeds and dollies. Each crate had to be checked as to width and height. We had to know which crates went on which plane. We loaded crates on three [or] four C-54s. We weren't supposed to know their destination, but we were told they were headed north. All I saw was a little piece of material. You could crumple it up, let it come out. You couldn't crease it. One of our people put it in his pocket. The piece of debris I saw was two to three inches square. It was jagged. When you crumpled it up, it then laid back out. And when it did, it kind of crackled, making a sound like cellophane. It crackled when it was let out. There were no creases.

There were armed guards around during loading of our planes, which was unusual at Roswell. There was no way to get to the ramp except through armed guards. There were MPs on the outskirts, and our personnel were between them

and the planes. The largest [crate] was roughly twenty feet long, four to five feet high, and four to five feet wide. It took up an entire plane. It wasn't that heavy, but it was a large volume. The rest of the crates were two or three feet long and two feet square or smaller. The sergeant who had the piece of material said [it was like] the material in the crates.

The entire loading took at least six, perhaps eight hours. Lunch was brought to us, which was unusual. The crates were brought to us on flatbed dollies, which was also unusual. Officially, we were told it was a crashed plane, but crashed planes usually were taken to the salvage yard, not flown out. I don't think it was an experimental plane, because not too many people in that area were experimenting with planes.

I'm convinced that what we loaded was a UFO that got into mechanical problems. Even with the most intelligent people, things go wrong. [The C-54 into which I helped load the single twenty-foot crate] would have been Pappy Henderson's. I remember seeing T/Sgt Harbell Elzey, T/Sgt. Edward Bretherton, and S/Sgt. William Fortner.

[Sergeant Melvin Brown was a cook at Roswell AAF in 1947. One day, he was called out to help guard material retrieved from the Foster Ranch. His daughter Beverly was interviewed by Stanton Friedman in 1989.] When we were young, he used to tell us stories about things that had happened to him when he was young. We got to know those stories by heart and would all say together, "Here we go again." Sometimes, but not too often, he used to say that he saw a man from outer space. That used to make us all giggle like mad. He said he had to stand guard duty outside a hangar where a crashed flying saucer was stored, and that his commanding officer said, "Come on, Brownie, let's have a look inside." But they didn't see anything because it had all been packed up and [was] ready to be flown out to Texas. He also said that one day all available men were grabbed and that they had to stand guard where a crashed disc had come down. Everything was being loaded onto trucks, and he couldn't understand why some of the trucks had ice or something in them. He did not understand what they wanted to keep cold. Him and another guy had to ride in the back of one of the trucks, and although they were told that they could get into a lot of trouble if they took in too much of what was happening, they had a quick look under the covering and saw two dead bodies, alien bodies. We really had to giggle at that bit.

He said they were smaller than a normal man, about four feet, and had much larger heads than us, with slanted eyes, and that the bodies looked yellowish, a bit Asian-looking. We did not believe him when we were kids, but as I got older, I did kind of believe it. Once I asked him if he was scared by them, and he said, "Hell no, they looked nice, almost as though they would be friendly if they were alive."

[Captain Oliver Wendell "Pappy" Henderson was stationed at Roswell AAF in 1947. He had flown thirty missions in B-24 Liberator bombers in Europe. He had participated in the postwar A-bomb tests in the Pacific and earned major commendations for his flying. Unfortunately, he died before any UFO investigator could interview him, but near the end of his life he told some of the people closest to him about what he had seen in July 1947.]

[Sappho Henderson was Pappy Henderson's wife. She was interviewed by Stanton Friedman.] We met during World War II when he flew with the 446th Bomb Squadron. He flew

B-24s [on] thirty missions over Germany. After the war, he returned home and was then sent to Roswell. While stationed there, he ran the "Green Hornet Airline", which involved flying C-54s and C-47s carrying VIPs, scientists, and materials from Roswell to the Pacific during the atom bomb tests. He had to have a Top Secret clearance for this responsibility.

In 1980 or 1981, he picked up a newspaper at a grocery store where we were living in San Diego. One article described the crash of a UFO outside Roswell, with the bodies of aliens discovered beside the craft. He pointed out the article to me and said, "I want you to read this article, because it's a true story. I'm the pilot who flew the wreckage of the UFO to Dayton, Ohio [where Wright Field is]. I guess now that they're putting it in the paper, I can tell you about this. I wanted to tell you for years." Pappy never discussed his work because of his security clearance.

He described the beings as small with large heads for their size. He said the material that their suits were made of was different than anything he had ever seen. He said they looked strange. I believe he mentioned that the bodies had been packed in dry ice to preserve them.

[Here is what Sappho Henderson said on the American television program "Unsolved Mysteries".] My husband Oliver Henderson, otherwise known as "Pappy" in the Air Force, he was entrusted with many of this country's top secrets. And they were safe with him. He never told anything that he wasn't supposed to. And therefore it was 34 years after this incident happened that I heard about it...

My husband told me the bodies were smaller than human bodies. The heads were larger and the eyes were rather sunken and a little slanted. Clothing was of material unlike anything he had seen before. They were strange, they were not of this earth. When my husband, who was a man of truth, who was trusted with 29 different Army aircraft planes, first pilot aircraft commander, tells me this story, I believed him.

[Mary Kathryn Groode is Pappy Henderson's daughter.] When I was growing up, he and I would often spend evenings looking at the stars. On one occasion, I asked him what he was looking for. He said, "I'm looking for flying saucers. They're real, you know."

In 1981, during a visit to my parents' home, my father showed me a newspaper article which described the crash of a UFO and the recovery of alien bodies outside Roswell, New Mexico. He told me that he saw the crashed craft and the alien bodies described in the article, and that he had flown the wreckage to Ohio. He described the alien beings as small and pale, with slanted eyes and large heads. He said they were humanoid-looking, but different from us. I think he said there were three bodies.

He said the matter had been Top Secret and that he was not supposed to discuss it with anyone, but that he felt it was alright to tell me because it was in the newspaper.

[Stanton Friedman spoke with Pappy Henderson's son and cousin, both of whom told of having heard Pappy quietly tell his story after the newspaper article appeared.]

[John Kromschroeder is a dentist and a retired military officer. In 1977, Henderson told Kromschroeder that in 1947 he had transported wreckage and alien bodies. About a year later, Henderson showed Kromschroeder a piece of metal he had

taken from the collection of wreckage. Kromschroeder and Henderson shared an interest in metallurgy. Kromschroeder was interviewed in 1990.] I gave it a good, thorough looking-at and decided it was an alloy we are not familiar with. Gray, lustrous metal resembling aluminum, lighter in weight and much stiffer. [We couldn't] bend it. Edges sharp and jagged.

[In 1982, Pappy Henderson met with several members of his old bomber crew during a reunion. One of these men was later interviewed.] It was in his hotel room that he told us the story of the UFO and about his part. All we were told by Pappy is that he flew the plane to Wright Field. He definitely mentioned the bodies, but I don't recall any details except that they were small and different. I was skeptical at first, but soon saw that Pappy was quite serious.

PROSAIC EXPLANATIONS Weather Balloon * If what crashed was a weather balloon, there would have been no need for secrecy. According to the testimony, military officers admonished subordinates and civilians not to talk about what they saw. * If what crashed was a weather balloon, Major Marcel would have recognized the material Mac Brazel showed him as weather balloon material, and would not have journeyed far out on a remote sheep ranch with an officer from the Counter Intelligence Corps to examine the crash site. * The wreckage described by Marcel and others was too voluminous, and spread out over too large an area, to have been the wreckage of a crashed weather balloon.

There is no reason the Army would transport the wreckage of a weather balloon from the remote desert outside Corona first to Roswell AAF, then on to Fort Worth AAF. * Most of the witnesses who saw or handled the wreckage would have recognized the remains of a crashed weather balloon. Secret Rocket or Airplane * If what crashed was any kind of secret military apparatus, one would expect at least some of the pieces to have recognizable letters or numbers on them. Many of the witnesses say that some of the wreckage bore a very strange kind of writing, but not one witness has said that any of the wreckage bore any recognizable symbols. * If what crashed was any kind of secret military apparatus, the Army would have said simply, "This is secret, and no more questions will be answered, period." The Army would not have concocted the flying saucer and weather balloon stories.

In 1947, Americans were less skeptical about the motives of their government, and the people of New Mexico, including journalists and other civilians, were dependent for their livelihood on secret military projects. * If what crashed was any kind of secret military apparatus, the Army would not have waited for a rancher to inform them of the crash before sending military personnel to examine the wreckage, five days after the crash. * Rockets and airplanes that were secret in 1947 are not secret now. If what crashed was a secret rocket or airplane, it would have been revealed as such years ago. (Incredibly, the Army is sticking to its weather balloon story, even though nobody believes it anymore.)

* By July 1947, rockets launched from White Sands were fitted with self-destruct mechanisms so that an errant rocket could be destroyed before leaving the test range. The Corona crash site is about 75 miles from the nearest border of the test range. * They did not fly secret airplanes in New Mexico in 1947. There was plenty of room for that in California, where all the secret airplane projects were carried on.

* There is no reason the Army would transport the wreckage of a crashed rocket or airplane to Fort Worth AAF, then to Wright AAF in Ohio. The wreckage of a secret rocket would stay in New Mexico, and the wreckage of a secret airplane would be sent back to California, if anywhere. * Most of the witnesses who saw or handled the wreckage would have recognized the remains of a crashed rocket or airplane.

EDITOR'S NOTE ; As far as we know, this is the first time an entire issue of a UFO journal has devoted an entire issue to the Roswell UFO crash-retrieval. We felt it was about time to do so. To those readers who would have preferred to see a variety of articles in this issue, we can assure you that this is not likely to occur again for some time. Future issues will have such a variety.

Editor's Note. Major Jesse Marcel said the craft was something strange and not a weather balloon. He was in charge of Project Mogul's operations at Roswell Army Air Force Base. In 1994, the Air Force claimed that the Roswell craft was actually a Mogul balloon. Yet Marcel said it was not a balloon. Marcel made his statement in the 1970's. If the Mogul balloon was still a secret, Marcel would have said that the item that was retrieved was a secret and that is all he would have said.

LETTER TO THE EDITOR
(EXCERPT ONLY)

Dear Larry;

My wife and I were on holiday in Turkey last year and it was while returning to the airport for the flight home that we saw something unusual. We were on a Turkish coach (bus) bouncing along the road at about 3 a.m. when our attention was attracted by an illuminated object with twin beams of light slowly flying around some nearby mountain peaks. The lights were bluey green and there were no strobe or navigation lights visible.

Everyone else in the coach (apart from the driver) was asleep and the internal lights had been dimmed. I remembered my video camera in the rack above, but before I could get it out of the case, the coach turned and we lost sight of the object. I hardly think that an aircraft would have taken to flying around the mountain tops in the middle of the night!

I have a few mid 60's reports of very large craft meandering around the country side late at night. On one occasion, two customs officers described the craft as being as large as a 'football pitch'.

Omar Fowler,
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CANADA'S INTERNATIONAL IMMUNIZATION PROGRAM

HELPING CHILDREN BEAT THE ODDS

Canada is an important partner in the global effort to help children in the developing world beat the odds against six deadly, but preventable, diseases. Today, 80 per cent of children under the age of one are protected against measles, polio, tuberculosis, tetanus, whooping cough and diphtheria - compared to only five per cent 20 years ago.

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DISCOVERY CHANNEL WILL AIR
ONE HOUR UFO SHOW IN DECEMBER

A mainly science and nature-oriented television channel seen only on cable television will have a show about UFOs on sometime in December, 1995, according to scriptwriter Roy Milliken. Guests on the show include your editor, Kevin Gariepy, Stanton Friedman, and astronaut Gordon Cooper.



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Research Network
P.O. Box 77547, 592 Sheppard Ave. W.
Downsview, Ontario, Canada M3H 6A7
(416) 787-1905

BULLETIN

\$5.00

Crescat scientia vita excolatur (where knowledge increases, life is ennobled)
Vol. 16, No. 5, September - October, 1995



Royal Canadian
Mounted Police

Gendarmerie royale
du Canada

89-11-09

N.C.O. i/c
R.C.M. Police
General Delivery
Hall Beach, NWT
XOA OKO
(819) 928-8930

Your file Votre référence

N 89/72

Our file Notre référence

National Research Council
Planetary Sciences Section
100 Sussex Drive
Ottawa, Ontario
K1A 0R6

To whom it may concern;

RE: UFO Sighting
Hall Beach, N.W.T. - 89-11-04

Attached is a copy of our report regarding a sighting of a UFO on the 4th of November. The report is self-explanatory.

further to the report, as far as I am aware, the reliability of those who spotted this object is good. There was no evidence of a drug, alcohol, or a hoax involved.

Should you require any further information please advise.

Yours truly,

(P.W. HOURIHAN) Cpl.
i/c Hall Beach Det.

Canada

IN THIS ISSUE-R.C.M.P. UFO REPORT FROM THE NORTHWEST TERRITORIES OF CANADA:
-MACK'S. IDEA SIMILAR TO FOWLER'S; MEMBERSHIP FORM INCLUDED;
-2 NL'S REPORTED IN TORONTO; LETTER TO THE EDITOR;
-BEAM OF LIGHT WITH THREE CORNERS
-EDITORIAL-ALIEN AUTOPSY FILM A LIKELY HOAX

SPECIAL OFFERS

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THE UFO PULSE ANALYZER - - only 14 copies left of the April, 1977 issue and one of the June, 1977 issue.

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Have you seen a UFO? Have you had contact with an alien intelligence?

The National UFO Museum is engaged in a research project to get to the truth of the UFO phenomenon. Any information you have on the subject is vital to unravelling this mystery.

If you have had a sighting or contact, please send us a description and include as much of the following information as you can recall:

1. Time, Date and Location.
2. Describe the Incident.
3. Can you Draw what you saw?
4. Were there any Photos, Physical evidence, or other Witnesses?
5. Include any other relevant evidence and information.

Please send to: National UFO Museum, P.O. Box 20593, Sun Valley, NV 89433 U.S.A..

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whatever you want to call it and shows up in our physical world and has physical effects, doesn't yield to the demand " for tangible evidence.

This is similar in some respects to Raymond Fowler's ideas as put forward in his most recent book, "The Watchers II". Fowler takes the dimensional theory a bit farther, though. He says the actual dimension is, as he puts it, beyond death's door, i.e. the realm of the dead. Come to think of it, the infamous MIB's, or Men -In -Black creatures seem to act as though they are programmed zombies from that same dimension.

DISCOVERY CHANNEL UFO DOCUMENTARY POSTPONED;UFO VIDEO INCLUDED by Lawrence J. Fenwick

Contrary to our article in the previous issue, the Discovery channel on TV in Ontario will air its one hour UFO Special in January 1996, rather than in December, 1995.

The show, named "E.T. and Me" , will feature interviews with 20 people, according to Eric Calvert, producer of the show. It will be shown on prime time, that is, 8, 9 or 10 p.m., exact date unknown as of this issue.

The Discovery channel is seen on cable TV in most of Canada. It is primarily known for showing science, environmental and nature shows. Calvert said the emphasis on "E.T. & Me" will be scientific.

When asked if this could be a pilot for a series of UFO shows, Calvert said he

did not anticipate it at all. "It is a one time only show, " he said.

Interviews were conducted with myself, member and chief field investigator Kevin Gariepy and member Robert DeLuca at my apartment on October 18. The show's staff set up a miniature TV studio in my living room and did some taping in the CUFORN office which is situated in my den.

Other people interviewed for the show included debunker John Robert Colombo, Richard Hoagland, Stanton Friedman, former astronaut Gordon Cooper, two RCMP officers, and Jim Smith, who is the son of the late engineer and Canadian ufologist Wilbert Smith, and others too numerous to name. There were 42 interviews to be edited down to 20.

Rob DeLuca's video of a UFO may be included on the show, Calvert said. The 2-minute tape of a boomerang-shaped object was made in April, 1992. American ufologist and optical physicist Dr. Bruce Maccabee analyzed the tape. The computer showed it was shaped like a boomerang. Not only that, but there were two other UFOs of the same shape taped within a few days of each other in the U.S. and Mexico.

Maccabee was given the original videotape by Robert Oeschler, who got it from me after Rob DeLuca gave it to me. I arranged to have two copies of the tape, one of which I have.

The UFO is lit up in the nighttime sky, with one flashing white light on top and one below. To the naked eye, it appears

continues on next page

REPORT D SIGNALE	Date 89-11-04	Time-Heure 2000	Priority 3
Details of Event—Précisions sur l'incident			
U.F.O. Sighting			
Location—Endroit Hall Beach, N.W.T.			Zone 1
UNITS ASSISTING — UNITÉS DÉPÊCHÉES			
P.C. — V.D.P.	Traffic Circulation	G.I.S.—S.E.G. Ident.	Dog Services Serv. des chiens
Other—Autre			

Subject No. NO de sujet	G1 — P1 1 Jacobie	G2 — P2	Sex Sexe
Address—Adresse House #222, Hall Beach, N.W.T.		Phone—NO de tél. none	BIN BD
D.O.B.—DATE DE NAISS. Y.A. M D J 62 08 18	Age app. 163	Height Tqite 071	Mass Masse Blk
Hair Cheveux Brn	Eyes Yeux Brn	Race/Desc. Race/Origine Inult	P.O.B. — L.O.N. NWT
Driver's Licence No.—NO de permis de conduire		P.O.I.—P. d'em.	Photo No.—NO de photo
Charges—Accusations nil		F.P.S.	
Investigator—Enquêteur Cpl. P.W. HOURIHAN		Unit—Service Hall Beach	
Nature of Event—Genre d'incident UFO Sighting			
AJ53			

VEHICLE — VÉHICULE				REGISTERED OWNER — PROPRIÉTAIRE			
Veh. No. NO de veh.	Status Etat	Licence No.—NO d'immatr.	Prov.	L. Yr. Année d'im.	No. of Occupants Nombre d'occupants	Surname—Nom de famille	<input type="checkbox"/> As above—Même que ci-dessus
Type	Make—Marque	Model—Modèle	Style	Year—Année	G1—P1	G2—P2	Sex Sexe
Colour Couleur	Top—Toit	Bottom—Carross.	Val. Tag. No.—NO d'étiquette de validation	Year—Année	Address—Adresse		
V.I.N.—N.I.V.				City—Ville			
Distinct Features Caractéristiques		Interior—Intérieur	Exterior—Extérieur	Prov.	Phone—NO de tél.		
Received by—Reçu par Cpl. P.W. HOURIHAN		Originating Detachment—Détachement expéditeur Hall Beach Detachment			Collator Code—Code de collation G1566		

DATE	TIME HEURE	ACTION TAKEN — MESURES PRISES
89-11-04	2000	At this time, a one Solomon(B:40-02-15) called this office and advised that the captionally noted had apparently seen a UFO earlier, around supper time, as quoted. He had few details other than it was apparently covered with many bright lights, and it was quite an experience. GIBBONS had no idea where the c'n might presently be.
		In an attempt to get a few details, the writer attempted to locate AMMAROLIK. He was not at home, in th Community Hall at the Radio Station, or anywhere else the writer checked. Messages were left to have him call this office as soon as he was seen. As the writer was looking around town for him, the rumour seemed to be everywhere that there had indeed been a UFO sighting by him. No one else apparently had seen anything, including Jake IKEPERIAR, Solomon GIBBONS, Wayne AULA, Solomon ULLUPAK, Ed MILLER, Joanne TOMPKINS, Shelly FLETCHER, the transient doctor, Bob SMITH, and many kids that were merely around town at the time.
		In this regard, the writer attended to the DEW line, Fox Main and inquired there about the possibility of anything showing on the radar, however, they advised there is no one monitoring the radar units and this is all remoted on to North Bay, Ontario. They also advised that they had no air flights

<input type="checkbox"/> Concluded Enquête terminée	<input type="checkbox"/> Date Complainant Notified Date d'avis au plaignant	SUI E.C.E.	D.D. — D.A.	<input type="checkbox"/> Consulted Consulté	<input type="checkbox"/> Attended sur les lieux	<input type="checkbox"/> Advised avisé
Investigator — Enquêteur (P.W. HOURIHAN) Cpl.		Date 89-11-06	SUPERVISOR SUPERVISEUR Signature (P.W. HOURIHAN) Cpl.	Date 89-11-06		
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<input type="checkbox"/> M.G. D.G.	<input type="checkbox"/> ORV	<input type="checkbox"/> C.I.S. S.F.J.	<input type="checkbox"/> G.I.S. S.E.G.	OIC Iqaluit Sub Division		

RCMP GRC

CONTINUATION
REPORT

RAPPORT DE
CONTINUATION

OCCURRENCE NO - N° D'INCIDENT

819-300

BIN - BD

RE - OBJET

AMMAROLIK - UFO Sighting



DATE	TIME HEURE	ACTION TAKEN - MESURES PRISES
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con't....

at the general time of 1700 - 1800 hours, the apparent time of the sighting.

~~Spoke again with Bob SMITH, First Air Agent, who advised that there were no aircraft flights at the apparent time. He also advised that he would ask anyone else who ventured into the airport, and advise if he heard anything.~~

2100

At this time the writer managed to locate the captionally noted who had just returned to his residence. He was spoken to in detail and he described his sighting as follows:

~~At approximately 1730 hours, he and his common-law spouse, a one Jackie ANGUTIMARIK (B:70-06-05), and two children, namely Louie AMMAROLIK (B:81-12-24), and Pauline AMMAROLIK (B:84-02-02) were all watching some cartoons on the television in their living room. This room has windows, large picture windows, on the east wall, looking onto the ocean, or the Foxe Basin, at the north end of Hall Beach. Their dog, which was outside, started to bark loudly and continually, for no apparent reason. These people thought there must have been a polar bear on the shore for the dog to react as it was. At this approximate time, AMMAROLIK also heard what he described as a "jet sound" that lasted for about one (1) second. He did not think too much of this and continued to watch television. Then he looked out the window, without moving, as it was in the general direction of the television in any case, and he saw what he described as a UFO. It was shaped like a tea cup and saucer, upside down. It was stationary in the sky, quite a ways out from the shore and quite a ways up in the air, although he could not indicate exactly where, or even be more specific. He thought it might be about the size of his house, but also advised the size would depend upon how far away it was. The top rim of the object had many lights around the entire rim, and these alternated with red and blue lights. The middle portion had what he described as three windows, all brightly lit in white light, with the two outer windows being larger than the one in the middle. The bottom portion had a flashing red light on the very bottom and there was a ring of blue light around the entire bottom like one continuous light. When he first saw this object it was stationary in the air. He then got up to look out the window more closely and the object then was stationary for a second or two and then very rapidly took off almost straight upwards and out of sight, which took only a second or two also.~~

<input type="checkbox"/> Consulted Enquête Formelle	<input type="checkbox"/> Complainant Notified L'avis au plaignant	SUI DD-DA E.C.E.	<input type="checkbox"/> Consulted Consulté	<input checked="" type="checkbox"/> Attended sur les lieux	<input type="checkbox"/> Advised avisé
Investigateur / Enquêteur (P.W. HOURIHAN) Cpl.	Date 89-11-06	SUPERVISOR SUPERVISEUR (P.W. HOURIHAN) Cpl.	Date 89-11-06	PAGE	
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RCMP GRC

CONTINUATION REPORT

RAPPORT DE CONTINUATION

OCCURRENCE No. - N° D'INCIDENT

89-300

RE - OBJET

BIN - 3D

AMMAROLIK - UFO Sighting

15

DATE	TIME HEURE	ACTION TAKEN - MESURES PRISES
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con't...

From this point the c'n saw nothing further at all. As far as the weather was concerned, it was about -20°Celsius with a clear sky, and no winds.

The writer also spoke with the other three who were with AMMAROLIK and Jackie ANGUTIMARIK advised the same details as the c'n. The two children, who speak very little english were in awe and quite excited, adding nothing to the details. No statements were taken from them as they were really unable to give much except "wow, bright lights". The statement for aMMAROLIK and ANGUTIMARIK are on file.

2200

In this regard a message was forwarded as per policy, to the National Research Council (NRC) via CPIC, a copy of which is on file. A copy was also sent to the OIC Iqaluit Sub Division.

In this regard, a copy will also be sent (hardcopy) to the NRC Planetary Sciences Section, 100 Sussex Drive, Ottawa, Ontario K1A 0R6, as per policy.

further, it is the writer's intention to attempt to confirm an answer, etc., in this regard, or locate others that might have seen this object besides the c'n.

S.U.I.

89-11-05

This date the writer spoke with several persons, however, no one apparently saw this other than the c'n.

S.U.I.

89-11-06

This date the writet spoke with Fred SMITH, Supervisor at Fox Main Site who advised they had nothing they could assist this office on as the readings are remoted into North Bay. Bob SMITH, First Air also confirmed the lack of flights during the supposed sighting.

Spoke with Sebina QAMUKAQ, Secretary for the Hamlet, who advised that she had heard nothing about anyone else spotting the object. Spoke also with Solomon GIBBONS, of the Department of Public Works, who added that he knew of no one else. Also spoke with Jake IKEPERIAR, Government Liaison Officer, who knew of no one else. Spoke with reg VASLETT and Rick GAULTON at the Airport who could advise no information at all.

<input type="checkbox"/> Concipies Enquer termin	Date Complainant Notified / Date avis au plaignant	SUI E.C.E.	DD - DA	<input type="checkbox"/> Done / CC	<input type="checkbox"/> Attended sur les lieux	<input type="checkbox"/> Advised advise
Investigator (P.W. HOURIHAN) Cpl.	Date 89-11-06	SUPERVISOR (P.W. HOURIHAN) Cpl.	Date 89-11-06			
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RCMP GRC

CONTINUATION
REPORT

RAPPORT DE
CONTINUATION

OCCURRENCE No - N° D'INCIDENT

89-300

RE - OBJET

BIN - ED

15

AMMAROLIK - UFO Sighting

DATE	TIME HEURE	ACTION TAKEN - MESURES PRISES
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89-11-06

This date the writer also spoke with Bill PETTYCOMB and Bill SACKETT both of CBC North, Iqaluit, and details were provided, however, no names were given.

In this regard, it should be noted that there was no liquor, drugs, etc., involved in this report on the part of the c'n. The matter appears to be completely above board. What was seen is not known, however, the reliability of the witnesses, as far as the writer is aware, and as a result of public opinion, is very reliable, especially if one considers the children. Possibly corroborating stories can be found to add credibility to this account.

S.U.I.

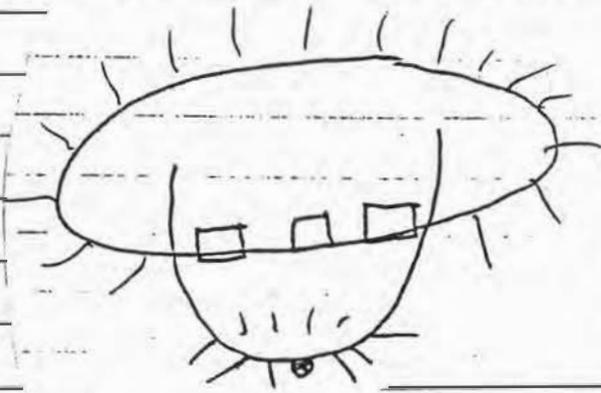
[Signature]
(P.W. - HOURIHAN) Cpl

89-11-09

To date nothing further has surfaced in this regard. The writer has checked around and apparently no other people saw this UFO.

With no further information, a copy of this report will be forwarded as per policy to the NRC Planetary Sciences Section, 100 Sussex Drive, Ottawa, Ontario, K1A 0R6. The file will now be closed, with nothing further required.

CONCLUDED HERE



WITNESS: *[Signature]*

Jacobie. A

<input checked="" type="checkbox"/> Concluded Enclosures terminés	Date Complainant Notified Date avis au plaignant 89-11-06	SUI DD - DA ECE ▶	<input type="checkbox"/> Consulted Consulté	<input type="checkbox"/> Attended sur les lieux	<input type="checkbox"/> Advised avisé
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LETTER TO THE EDITOR

(EXCERPT ONLY)

Dear Mr. Fenwick;

I noticed in the morning paper that it is now claimed that the Roswell records have vanished or been destroyed and are unavailable to the U.S. Congressman searching for them. Isn't that convenient? However, I don't think anyone seriously involved with UFO research ever expected anything to come of it in any event. And it will probably prove to be also true with the supposed movie clips that are going to be released next month.

Yours truly

W. Ritchie Benedict,
 Writer, Researcher, Lecturer
 12-401 Grier Ave., NE,
 Calgary, Alberta Canada T2K5S7
 July 31, 1995

ALIEN AUTOPSY FILM A LIKELY HOAX—
 OPINION -by Lawrence J. Fenwick

I have seen the two special TV shows in which a supposed autopsy on an alien creature was filmed. I have not seen the complete film. I feel the movie of this event and the event itself are a hoax, based on many reasons.

Firstly, the place where the genitals would have been was covered by a computer generated cross-hatching. Yet, in the Winter, 1996 issue of UFO Universe magazine on page 6, a full view of the creature is shown in a still from the movie. You can easily see that this person has female genitals. No one reportedly in contact with any alien creature has reported seeing a female with genitals, except Antonio Viles Boas in 1957. He had intercourse with what seems to have been a hybrid part-human and part alien creature. So, unless this is a hybrid, it is assuredly not a being from elsewhere as some have claimed. This creature has no hair on its head, whereas hybrids are usually reported as having some hair.

There is an open mouth. Aliens only have a slit where the mouth would be. The eyes do not wrap around to the side of the head, as has been reported when humans have

encountered the gray aliens.

The six fingers and six toes seen on this creature have never been reported before. However, this number of digits is a fairly common genetic defect seen in India, according to CUFORN member Wayne St. John. It may be that the dead body of an Indian immigrant was used by the hoaxer. The chest is bloated as if someone moulded it. The legs appear normal, except for the section which appears to have been damaged in some way.

Aliens have never been reported to have dark colored blood. It is always yellow or a clear liquid. Yet, in the film of the autopsy, the blood is dark-colored.

The nose and ears are very human-like, although the ears are a bit lower on the head than is normal. Aliens are seldom described as having a protruding nose or ears. The neck is also entirely human-looking.

Those who are promoting the autopsy film as real say this is an alien from the Roswell crash. Yet, the cameraman whose last name, Barnett, is the same as one of the Roswell witnesses (is this deliberate?) said the crash of the UFO occurred on June 26, 1947. The Roswell crash took place in early July, according to most of the researchers' books on the event. There have been no reports of any crash on June 26, 1947. If this is a hoax as I believe it to be, it is absolutely disgusting to use a dead body to fool people, especially if the intent was to make more

MEMBERSHIP APPLICATION FORM
 INCLUDED ON PAGES 11 AND 12

This can be used by member to sign up new members for CUFORN. Please do so. We need more members.



**Canadian UFO
Research Network**
P.O. Box 77547, 592 Sheppard Ave. W.
Downsview, Ontario, Canada M3H 6A7
(416) 787-1905

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Home Telephone Number: _____ Business Telephone Number: _____

Education: Secondary Grade: _____ College/University Degree in: _____

My interest in the UFO phenomenon is: slight moderate intense

I have been engaged in UFO research for _____ years.

Have you had any training in scientific or specialized areas: _____ If so, specify: _____

Mark your preference for research in the following aspects of ufology: Check 1 column below

	<u>Very Interested</u>	<u>Least Interested</u>
Landing site investigations	<input type="checkbox"/>	<input type="checkbox"/>
Nocturnal lights reports	<input type="checkbox"/>	<input type="checkbox"/>
Physiological effects on humans and animals	<input type="checkbox"/>	<input type="checkbox"/>
Electromagnetic effects on electrical apparatus, cars	<input type="checkbox"/>	<input type="checkbox"/>
Contact cases and/or abductions	<input type="checkbox"/>	<input type="checkbox"/>
Humanoid reports	<input type="checkbox"/>	<input type="checkbox"/>
Propulsion system theories	<input type="checkbox"/>	<input type="checkbox"/>
Sociological or psychological impact	<input type="checkbox"/>	<input type="checkbox"/>
Government/military investigations & policy	<input type="checkbox"/>	<input type="checkbox"/>
Men-in-Black reports & paranormal aspects	<input type="checkbox"/>	<input type="checkbox"/>
Bigfoot/Sasquatch/UFO connection	<input type="checkbox"/>	<input type="checkbox"/>
Crash/retrievals	<input type="checkbox"/>	<input type="checkbox"/>
Other (specify)	<input type="checkbox"/>	<input type="checkbox"/>

Date: _____ Name: _____ Signature: _____

Please fill out both sides of this form and mail back to CUFORN. Enclose a cheque or money order for \$30 or \$33 made out to CUFORN, Inc. Mail it along with this form to the address at the top. You will get the regular bi-monthly CUFORN Bulletin as part of your membership. Thank you for your interest in CUFORN, Inc. We welcome you to Canada's oldest and largest UFO research organization.

SEE OVER TO OTHER SIDE

**A NON PROFIT INVESTIGATIVE ORGANIZATION
FOUNDED 1977**

- 2 -

Field investigation training will be arranged for those who have the time and the proper tools for investigation. Sighting report forms will be sent to qualified investigators.

Please put a check mark beside the items below if you have them available for use in field investigation. Please return these pages to CUFORN, Inc.

- | | |
|---|---|
| word processor <input type="checkbox"/> | computer <input type="checkbox"/> |
| colour identification chart or wheel <input type="checkbox"/> | magnifying glass <input type="checkbox"/> |
| camera - 35mm <input type="checkbox"/> Polaroid <input type="checkbox"/> instant <input type="checkbox"/> | extra batteries for flashlight and tape recorder <input type="checkbox"/> |
| maps of your local area <input type="checkbox"/> | star/constellation maps <input type="checkbox"/> |
| cassette tape recorder <input type="checkbox"/> | typewriter <input type="checkbox"/> |
| video camera - 8mm <input type="checkbox"/> 16mm <input type="checkbox"/> | automobile <input type="checkbox"/> |
| movie camera - 8mm <input type="checkbox"/> 16mm <input type="checkbox"/> | compass <input type="checkbox"/> |
| photo development equipment <input type="checkbox"/> | sample bags or bottles <input type="checkbox"/> |
| movie projector <input type="checkbox"/> | tweezers <input type="checkbox"/> |
| VCR <input type="checkbox"/> | pocket knife <input type="checkbox"/> |
| magnetometer <input type="checkbox"/> | work gloves <input type="checkbox"/> |
| Geiger counter - scalar-rate meter type <input type="checkbox"/> | flashlight <input type="checkbox"/> |
| - survey meter type <input type="checkbox"/> | notebook <input type="checkbox"/> |
| magnetic field detector <input type="checkbox"/> | sketchpad <input type="checkbox"/> |
| CB radio <input type="checkbox"/> | access to psychological stress equipment <input type="checkbox"/> |
| pilot's licence <input type="checkbox"/> | access to polygraph equipment <input type="checkbox"/> |
| walkie-talkie <input type="checkbox"/> | experience in interview techniques <input type="checkbox"/> |
| ham radio equipment <input type="checkbox"/> | UFO shape chart <input type="checkbox"/> |
| access to government or private labs for soil analysis <input type="checkbox"/> | regressive hypnosis <input type="checkbox"/> |
| access to psychologist or psychotherapist who does | telescope <input type="checkbox"/> |
| airband scanner <input type="checkbox"/> | binoculars <input type="checkbox"/> |
| tape measure <input type="checkbox"/> | metal detector <input type="checkbox"/> |
| small spade or shovel <input type="checkbox"/> | |
| access to small aircraft <input type="checkbox"/> | |

Telephone numbers of the following:

- | | |
|---|--|
| weather bureau <input type="checkbox"/> | local air force base <input type="checkbox"/> |
| all local airport control towers <input type="checkbox"/> | observatory <input type="checkbox"/> |
| police - municipal <input type="checkbox"/> | planetarium <input type="checkbox"/> |
| - state, provincial or county <input type="checkbox"/> | marine weather bureau <input type="checkbox"/> |
| - federal <input type="checkbox"/> | aviation weather bureau <input type="checkbox"/> |
| local hydro-electric (power) information <input type="checkbox"/> | |
| local university or college departments of astronomy, biology, psychology, physics, metallurgy, etc. <input type="checkbox"/> | |

If you can think of any other equipment, let us know. If you have any other equipment, write it down on this sheet or a blank sheet.

Larry

Lawrence J. (Larry) Fenwick
CUFORN Co-Director and Secretary