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INTRODUCTION

In this first quarterly issue, we will be examining three aviation-related UFO reports which caused the Department of National Defence (DND) quite some concern. The fact that these incidents occurred in the 1950's, does not detract from their validity even today. The three reports are from a series of documents recently de-classified by the DND. All three reports have what researchers like to call "hard data". We illustrate them for study purposes, as they represent very well all the basic elements of good aviation sightings. In up-coming issues we will be illustrating more of these de-classified documents and will include copies of the actual files in UFO CANADA's possession.

In the first two pages of this issue, Howard Gontovnick has selected three recent reports from British Columbia which were part of what now appears to have been a "mini-flap" in B.C. The first case includes animal effects which have been substantiated by a veterinarian. All three cases seem to be related, although none of the witnesses were aware of the other observations.

It has never been our intention, nor is it now, to become a "popular" UFO magazine. Rather we have endeavoured to present a publication that might aid serious, objective researchers in their work. We hope that we are fulfilling this idea, and if improvements can be suggested, we welcome your criticism. Please let us know your ideas, and we welcome serious articles on scientific subjects or UFO-related matters from you our readers.

UFO REPORTS FROM BRITISH COLUMBIA

compiled by:

Howard Gontovnick

The following is a special report pertaining to a series of UFO reports from the southern part of B.C. The specific day I am illustrating is April 6, 1978 between the hours of 1930 - 2200 hrs.

REPORT # 1 : CHILLIWACK, 2130 hrs. local.

Elizabeth van Saane and her two brothers reported seeing an oblong object with flickering colored lights - blue, red and yellow in the western portion of the sky. Ms. van Saane later viewed the UFO through binoculars and described the object as being rectangular in shape. However, she was unable to make out any other details due to the object's distance. Her two brothers reported similar details according to statements taken by the R.C.M.P.

REPORT # 2 : PRINCE GEORGE, BETWEEN 1930 - 2200 hrs. local.

S. B. had just finished bedding down her horses in the barn, and while walking back to her house she noticed a sudden flash of light directed towards the barn. The horses panicked and screamed in a manner that she had never heard before. She ran back to the barn to investigate and found that one of the younger horses was down on the stall floor in a kneeling position with both its hind legs trapped in the plywood floor. Another horse was found unconscious, and a third one was very agitated and was attempting to break out of its stall. Soon after, she discovered this chaos, several neighbours came to assist her and they also noticed a star-like object in the sky which they described as a round, yellow light, approximately one third the size of a full moon. The UFO appeared to hover and on occasion seemed to move in an up and down motion. This same object or light remained in the area for approximately three hours. The animals were later examined by a veterinarian. The doctor's diagnosis showed that the horses were suffering from exhaustion caused by severe shock, which affected their normal bodily functions (please note that there were three other horses situated on the opposite side of the barn who suffered no ill effects). Further investigation on this case led to several other independent observers who claim to have seen the same object.

REPORT # 3 : PRINCE GEORGE, APPROXIMATELY 2000 hrs. local.

M. O. S. was parking his van in the driveway, when he noticed an object, blue-white in colour. He described the object as being twice the size of a small private aircraft but having no sound. The witness claims that the object was moving in an East to South-East direction, stopping, descending and then the light went out. Fifteen seconds or so later flashing coloured lights reappeared, this time red lights on either end of an object with an orange coloured underside. The witness went into his house to get a

telescope (7 x 50) through which he observed a disc-shaped object. During the course of the observation (which lasted one hour), the witness notified Canadian Forces Station Baldy Hughes. This first call received little response, but the second one he made was more successful. The base admitted that they were observing a similar object. The "U O I Ptel" disappeared in a westerly direction. Four other persons were present with the witness during the whole observation. To date, there appears to be no evidence that CFS Baldy Hughes has submitted a report to Ottawa on this sighting.

REPORT # 4 : CHILLIWACK, 2150 hrs. local.

Mrs. Mc... was in the process of getting ready for bed then she smelled an odour which resembled hot burning wax throughout her house. She began looking for the source of this smell and at that point she noticed two flashing red and green lights pass over her house. The lights were travelling very fast and suddenly stopped in mid air without a gradual de-celeration. No sound was discernible. While hovering, the two objects resembled very bright stars giving off several bright flashes of different colours. Several minutes later, a third bright object travelling in the same direction (West), aligned itself with the other two stationary ones and all three disappeared at once as though three light bulbs had suddenly been switched off. Besides Mrs. Mc... other witnesses included her entire family, several neighbours and three R. C. M. P. police officers.

SUMMARY.

To date this is the only date available on these four reports. In the event that more details come to light, UFO CANADA will publish a follow-up.

Report # 1 is by no means a spectacular one, however, it is presented in order to illustrate the progression of events of April 6. This report can only be classified as a Nocturnal Light (NL).

Report # 2 is of importance due to the animal affects involved. It is interesting that the horses on the opposite side of the barn were not affected as were the others. However, the subsequent light observed by the witnesses after the animals' reaction sounds somewhat like a bright star or planet mis-interpreted due to the excitement prevailing at the time. The initial flash of light which shocked the horses is perhaps more realistic, although there is a possibility that it may have been a bright meteor.

Report # 4 is very strange if one studies the very fast speeds, sudden stopping, hovering, and finally instant disappearance of the objects. This case sounds like a true Unknown.

Report # 3 also sounds like a normal Nocturnal Light at first. However, if the observation through the telescope is correct, and the added observation by CFS Baldy Hughes can be verified, then this may have been a true Unknown as well.

by:

Robert Sapienza

One of the questions most often heard from skeptics is, "If UFOs exist, why aren't they reported by qualified observers?" Bringing the evidence to the contrary on the premise that aviation personnel are qualified observers, we shall study three reports in some detail. The fact is that there are many reports submitted by both air and ground crews; people trained in aerial observation; people far less likely to misidentify what they see than the average observer. For this reason, hard core skeptics usually shrug off such reports lightly, refusing to challenge the fact of a reported observation and generalizing instead with words such as "exaggerated" and "second-hand information". They usually credit the fanatical UFO buffs with being the source of (so-called) exaggerated and second hand evidence related to aviation reports. I cannot, in all sincerity, disagree with skeptics on most of these occasions. However, when the reports originate from sources such as the pilots or controllers themselves, then the evidence is a little harder to dismiss. Furthermore, when irrational skeptics accuse fanatics (as they are themselves) for their preconceived and unscientific beliefs, they do so on the basis of their own beliefs. James Harvey Robinson, a noted American Historian and Thinker, says this about Beliefs and Convictions: "...IT IS CLEAR, IN AN CASE, THAT OUR CONVICTIONS ON IMPORTANT MATTERS ARE NOT THE RESULT OF KNOWLEDGE OR CRITICAL THOUGHT, NOR, IT MAY BE ADDED, ARE THE OFTEN DICTATED BY SUPPOSED SELF INTEREST. MOST OF THEM ARE PURE PREJUDICES IN THE PROPER SENSE OF THAT WORD. WE DO NOT FORM THEM OURSELVES. THEY ARE THE WHISPERINGS OF THE VOICE OF THE HERD!"... Very wise words indeed regardless of what opinion is had on the subject of UFOs. The reports illustrated here, are but three taken from hundreds in our files, most of which are from the National Research Council of Canada, de-classified Department of National Defence and individual pilots and controllers. As per government policy, names and addresses of witnesses have been deleted. Although the three cases presented here occurred in the 1950's, they are still valid evidence for the observation of unidentified objects.

REPORT # 1 : OCTOBER 1, 1954.

At 0920 hrs on this date the Chief Operations Officer (test pilot) of CANADAI was flying over Montreal in an F86 (a single engine Sabre) at an altitude of 30,000ft. His heading was 180°, when he observed a contrail high over the North end of Lake Champlain heading south-south-west. At 0932 hrs. the pilot climbed up to 51,000ft. at a speed of Mach 0.7. The pilot stated that he believed that the contrail was being made by a single engine aircraft having the appearance of a round black dot. This object seemed to be leading the contrail by about one hundred feet. At this point, the F86 was at maximum altitude and was unable to close in for a better view. Ground radars were not painting the bogey. The object was on a heading of 200° and was travelling at a speed similar to the F86. However, its altitude as estimated by the pilot was between 60,000 and 65,000ft. Unable to close in, the pilot abandoned pursuit and changed course to a heading of 090° and noticed that the contrail made a similar course change. Returning to Montreal from the Burlington, VT. area, the pilot noted that the object and contrail started to climb into the upper atmosphere at a 45° angle until it disappeared. After landing the pilot reported his sighting to the Control and Duty Controller. The Eastern Air Defence Force was queried for a possible identification but the result was negative. Continental Air Defence HQ was informed and they investigated with the Strategic Air Command, U.S.A.F. HQ still with negative results. The Officer who interrogated the test pilot listened to a recording of the conversations between the Ground Radio Operator and the F86 and stated that the pilot's report was authentic and reliable. It is noteworthy that none of the investigating parties were able to come up with an identification which may rule out secret tests. Furthermore at no time was the bogey painted on radar. The object had all the appearances of a one engine craft leaving a contrail. However the round shape does not conform to any known aircraft types. (Further note) Not only was the object at a rather high altitude but it continued to climb high until out of sight. Considering that this occurred in 1954, it does not seem likely that it was any known aircraft. I include some performance data on aircraft of that era for a comparative study.

<u>TYPE of ACFT</u>	<u>POWER PLANT</u>	<u>MAX. SPEED</u>	<u>CEILING</u>	<u>1st FLIGHT</u>
F-86 Sabre (USA)	1 GE J47-GE27	597kts.	51000ft.	1947
B-52 Bomber (USA)	8 P&W TF33	565kts.	60000ft.+	1952
HANDLEY PAGE VICTOR (UK)	4 R/R Conway	521kts.	60000ft.+	1952
LOCKHEED F104 (USA)	1 GE J79-GE19	1259kts.	58000ft.	1954
MIG-17(USSR)	1 Klimov VK1A	617kts.	54460ft.	1952
MIG-19(USSR)	2 Klimov RD9B	783kts.	58725ft.	1953
A-37B (USA)	2 GE J85-GE17A	440kts.	41765ft.	1954
F-102A(USA)	1 P&W J57-P23	716kts.	54000ft.	1953
DASSAULT SUPER MYSTERE (FR)	1 Snecma Atar 101G	645kts.	55775ft.	1955 *
DE HAVILLAND VENOM (UK)	1 De Havilland Ghost	556kts.	49200ft.	1949
HAWKER HUNTER (UK)	1 R/R Avon Mk207	616kts.	50000ft.	1951
HAWKER SIDDELEY1 GNAT MK1 (UK)	Bristol-Siddl.	603kts.	50000ft.+	1955 *
HAWKER SIDDELEY4 VULCAN (UK)	R/R Bristol Olympus	542kts.	55000ft.	1952
ILYUSHIN IL-28 (USSR)	2 Klimov VK-1	485kts.	41000ft.	1948
F-101 VODOO (USA)	2 P&W J57-P55	1059kts.	52000ft.	1954
SAAB 32 LANSEN (SWEDEN)	1 Svenska Flygmotor	608kts.	49200ft.	1952
MIG-21 (USSR)	1 Tumansky RD11	1203kts.	59050ft.	1955 *
TUPOLEV TU-16 (USSR)	2 Mikulin AM-3M	510kts.	42650ft.	1954
TUPOLEV TU-95 (USSR)	4 Kuznetsov NK12	434kts.	41000ft.	1954

*---Aircraft developed in 1955 also included in case testing was in progress during time of UFO sighting.

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It is fairly obvious that if the pilot was correct in his estimate of the object's altitude (according to investigators he was), then the aircraft coming closest are the B-52 and the Handley Page Victor. However, these aircraft should have been identifiable to the pilot not only because they were well known, and no longer a secret, but due to the size of these planes and close distance to the F-86 (within 9000ft.). Both types should also have registered on radar and would have been in contact with the Area Control Center. Finally, both the B-52 and the Victor are multi engine planes and would have left more than one con-
-trail.

This case was taken very seriously by both the Canadian and U.S. Air Forces as the official documents in our files indicate. This UFO report was brought to the attention of the Chief of the Air Staff, Air Force Head Quarters in Ottawa on Nov. 3, 1954 by Group Captain P.A.G. . . . of RCAF Station, St. Hubert, P.Q. The covering letter, on Department of National Defence Letterhead, plus the original questionnaire filled in by the test pilot were received by Air Force Head Quarters and classified "secret". This report plus all corresponding memos were declassified in late winter 1978 by the Department of National Defence and obtained through the National Research Council in Ottawa. I am including some relevant details concerning this report which are important to the study of it.

DETAILS of INVESTIGATION by the R.C.AeF & DEFENCE RESEARCH BOARD

Date of Observation: October 1, 1954

Date Reported: same as above

Time of Observation: 0920 hrs. EST

Duration: 10 minutes

Location: Montreal, Canada

Sound Related to Object: none heard

Color: black, white

Number: one

Shape: round black dot followed by white contrail as from single-engined aircraft

Brightness: bright

Motion: level flight and then climbing

Changes in Direction: originally heading of 220° . . . changed course to 090° . . . then climbing higher at 45° angle of ascent until it disappeared.

Weather Conditions: Scattered clouds below . . . Cirrus on Southern horizon . . . clear . . . visibility unlimited.

Name of Observer: deleted

Occupation: Chief Flight Operations Officer (Test Pilot) CANADAIR

Last School Attended: Aeronautical Engineering, Toronto Central.

Last Year of Attendance: 1938

Military Experience: Royal Air Force and Royal Canadian Air Force 1939 - 1945

From the available data, this report presents a good case for a genuine UFO observation and still remains Unidentified. I admit that had this incident occurred in 1978, a more probable explanation might be suggested. Today, there are many types of aircraft capable of performance exhibited by the Object in this report, however, none of them are round.

REPORT # 2 : JUNE 25, 1953

This next report is very brief but it presents some rather disturbing facts. The observation is the subject of a telex sent by the Canadian Air Defence Command's Central Operations Center to Canadian Air Force Head Quarters in Ottawa. I am quoting the telex in its entirety:

.....AI-63 25JUN53

FOLLOWING SIGNAL RECEIVED FROM COMMANDER OF ~~deleted~~ AFB, GREENLAND. QUOTE: "...IM3793 FLYING OBJECT REPORT/UNIDENTIFIED AERIAL OBJECT SIGHTED OVER SIMIUTAK, GREENLAND AT 241430Z BY A/2C ~~deleted~~ AF11173575 WEATHER OBSERVER WITH THREE AND ONE HALF YEARS EXPERIENCE. OBJECT SIGHTED THROUGH THEODOLITE TRAVELLING IN SOUTH-EAST TO NORTH-WEST DIRECTION AT VARIED SPEEDS APPROXIMATELY THREE AND ONE HALF MILES DISTANT FROM SIMIUTAK. OBJECT DESCRIBED AS RED, ROTATING IN CIRCULAR MOTION, WITH SHAPE AS EITHER DELTA OR CIRCULAR. OBJECT COLLIDED WITH WEATHER BALLOON AT 241430Z AT APPROXIMATELY 18,000 FEET, DISINTEGRATING BALLOON. THEODOLITE ONLY METHOD OF OBSERVATION BY SUBJECT OBSERVER ONLY. SIZE OF OBJECT STATED TO BE THREE TIMES THAT OF WEATHER BALLOON. OBJECT HOVERED AFTER COLLISION IN CIRCULAR MOTION FOR FIFTEEN SECONDS AND THEN RAPIDLY DEPARTED INTO WIND (DIRECTION 300⁰) AT SPEED WHICH COULD NOT BE CALCULATED. TIME OF OBSERVATION AFTER COLLISION FIVE MINUTES WHEREUPON OBJECT DISAPPEARED. 241445Z. END QUOTE.....

CFN AI-63 25 53 3793 241430Z A/2C 11173575 241430Z 18000 300 241445Z
25/1428Z JUN JCPDWC

It is very difficult to comment on such an incident. However, one fact is certain; this was not a misidentification of a weather balloon. The balloon was in sight throughout the observation of the unknown object by an experienced weather observer with the aid of a theodolite. A totally separate and unrelated object then collided with the balloon, survived the collision, hovered, and sped off into the wind. This seems to suggest a self powered object capable of altering its course, hovering, slowing down, speeding up and eventually travelling a great distance until out of sight. It really is difficult to even speculate on this report unless one is out to prove an unfounded theory which we are not prepared to do. This case certainly merits attention.

REPORT # 3 : APRIL 21, 1952

This next observation of several unknown objects is very interesting as it involves multiple witnesses of a high calibre. These witnesses include ATC Controllers, military and

civilian pilots, and members of the general public. As in case # 2, I will quote a telex sent by Canadian Air Defence Command to Air Force Head Quarters in Ottawa. The complete text is arranged in the exact time sequence of events.

.....AI106 21APR52.

REFERENCE TELEPHONE CONVERSATION CAMPBELL/KUSIAR.
FOLLOWING REPORT OF SIGHTING 20APR52.

- 1113.....INITIAL REPORT WAS RECEIVED FROM CLEVELAND ATC THAT OBJECTS WERE SIGHTED WEST OF TORONTO HEADING WEST AND LEAVING VAPOUR TRAILS. TORONTO ATC REQUESTED CLEVELAND ATC TO CALL NIAGARA AC & WU FOR IDENTIFICATION.
- 1118.....CLEVELAND ATC REQUESTED NIAGARA AC & WU AND RECEIVED TWO MORE CALLS FROM LINDSAY FROM THREE RCAF AIRCREW MEMBERS WHO SAW FOUR OBJECTS TRAVELLING EAST TO WEST. THEY NOTIFIED LONDON AND CENTRALIA.
- 1121.....CENTRALIA TOWER SIGHTED OBJECTS NORTH EAST OF THEM HEADING WEST. AT THIS TIME BUFFALO TOWER SAW VAPOUR TRAILS NORTH WEST OF TOWER HEADED SOUTH EAST.
- 1128.....LONDON SAW TRAILS NORTH OF LONDON, AND CENTRALIA TOWER OPERATOR ESTIMATED THEY CROSSED FROM HORIZON TO HORIZON IN THREE SECONDS AT BETWEEN 30,000 NAD 35,000 FEET. THERE WERE APPROXIMATELY FIFTEEN RCAF F51 AND T3 AIRCRAFT AIRBORNE AT THE TIME. MOST PILOTS REPORTED SEEING THESE OBJECTS.
- 1136.....CENTRALIA TOWER REPORTED THAT RADIO STATION CKNX HAD RECEIVED A CALL FROM A WOMAN SOUTH OF WINGHAM. SHE HAD SEEN AN OBJECT FIVE FEET LONG WITH FLAMES COMING OUT OF IT. THE OBJECT WAS OVER HER HOUSE. THE WOMAN, name deleted, STATED THAT THE OBJECT WAS DEFINITELY STANDING STILL WHEN SHE SAW IT. IT STOOD STILL FOR A FEW MOMENTS THEN HEADED WEST LEAVING A TRAIL OF FIRE. CENTRALIA AGAIN SAW VAPOUR TRAILS GOING WEST AT THIS TIME.
- 1152.....LONDON TOWER OPERATORS STATED OBJECT WAS DEFINITELY FASTER THAN JET AIRCRAFT. TWO TOWER OPERATORS SAW OBJECTS, names deleted. CKNX HAS SEVERAL CALLS THAT OBJECTS WERE SIGHTED SOUTH OF WINGHAM. ONE BUS DRIVER SAW THEM EIGHTEEN MILES SOUTH OF LONGHON. IT WAS STANDING STILL FOR A FEW MOMENTS AND THEN HEADED WEST. PILOTS AND FIRST OFFICER T.C.A. FLIGHT 233 LONDON TO TORONTO SAW FIVE OBJECTS AT APPROXIMATELY 1,500 FEET BUT UNABLE TO IDENTIFY THEM. LONDON AND CENTRALIA SAW VAPOUR TRAILS THAT LASTED ONE HOUR AND THIRTY MINUTES TO ONE HOUR AND FORTY-FIVE MINUTES.....

CFN AI106 21 52 20 52 1113 1118 3 1121 1128 3 30,000 35,000 15 F51
T3 1136 5 1152 18 1ST 233 5 1500 1 30 1 45

21/2115Z APR JCPDC

In closing, the above reports do not prove or disprove what UFOs may be, however they are solid proof that on occasion Unidentified objects are seen, remain Unidentified and by very experienced personnel.

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N78/084

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