

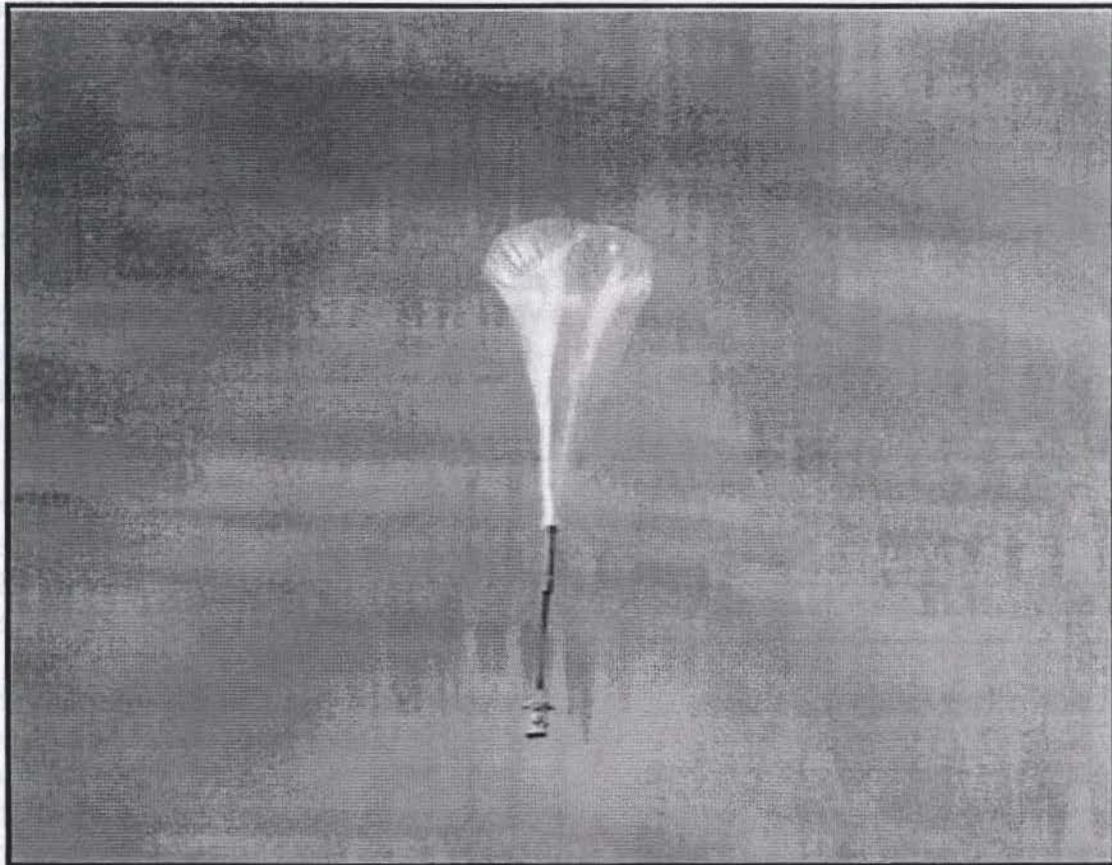
Journal of UFO History

A Publication of the Donald E. Keyhoe Archives



Vol. II, No. 6

January-February 2006



Office of Naval Research "Skyhook" balloon in flight, 1957 (U.S. Navy Photo).

In this issue . . .

Editorial	2
UFO-Balloon Encounters	3
Central Intelligence Agency UFO Documents Online	6
Landing-Trace Case in Lithuania	7
Late 1953 UFO Sightings Chronology	8
The Kinross Affair: Air Force jet-UFO Collision?	11

Journal of UFO History

A Publication of the
Donald E. Keyhoe Archives

Editor: Richard H. Hall

Published six times per year

Subscription rates:

1 year - \$28.00

2 years - \$50.00



Copyright © 2006 - Richard H. Hall

Published by Brentwood Press
4418 39th Street
Brentwood, MD 20722-1021

E-mail: dh12@erols.com

Subscription Renewals Due

As noted in the adjacent editorial, many of you who subscribed for two years are now due to send a renewal payment. If you are uncertain about your payment status, send an e-mail query.

Payment can be made via PayPal at the above e-mail address, personal check or money order in the U.S. made payable to Richard Hall, and International Money Order or bank check in U.S. funds from other countries. The above rates apply to the U.S., Canada, and Mexico.

Europe: 1 year - \$34.00, 2 years - \$56.00

Asia: 1 year - \$35.00, 2 years - \$57.00

Overseas copies are sent by Air Mail Letter Post.

EDITORIAL

With this issue we complete two years of publication, two volumes of six issues each. Those of you who initially subscribed for two years (or renewed your one-year subscription for another year) are now due to make a renewal payment. Subscription rates appear in the masthead opposite this column.

The chronologies of UFO sightings so far have covered approximately the first 7 years of UFO history, through 1953. In subsequent issues we will be reporting on the international sighting waves of 1954 and 1955, largely unheralded in the United States. These waves included large numbers of "alien sightings" for the first time; reports of humanoid UFO occupants

During this period the Air Force Project Blue Book investigation went into hiding, more or less disappearing from public view. Yet the Air Force took some surprising new actions not in keeping with the CIA Robertson Panel recommendation to debunk the subject.

In 1956 a group of professional people and military officers in the Washington, D.C., area organized the National Investigations Committee on Aerial Phenomena (NICAP), which went public early in 1957. Needless to say, the period of the mid- to late 1950s is critical to an understanding of the major issues of UFO history.

Correction. The caption on the cover of the previous issue misidentified the source of the illustration as being Air Force Manual (AFM) 200-5. As correctly reported in the Editorial in that issue, the source was AFM 200-3.

UFO ENCOUNTERS WITH BALLOONS: A SURVEY

During the Summer 1952 UFO sighting wave, the crew of a Navy aircraft in the process of tracking a large "Skyhook" cosmic ray balloon over the North Atlantic was startled to see three disc-shaped objects that attached themselves to the balloon's scientific instrument package. After several minutes the objects separated from the balloon, established a V-formation, accelerated rapidly and climbed out of sight. (See story, Vol. II, No. 4, Sept.-Oct. 2005, p. 8). As intelligence analysts must have been aware at the time, this was not the first such case, nor would it be the last. Scientists, pilots, and technicians engaged in balloon tracking have contributed an intriguing body of significant UFO reports.

General Mills and Navy personnel at a balloon launching site near Arrey, New Mexico, were gathering weather data on April 24, 1949, in preparation for a Navy Skyhook balloon mission. At 10:20 a.m. they had released a small weather balloon to check on upper air wind currents and velocities, and were tracking it via a theodolite.

Looking up at the sky, Charles B. Moore, Jr., saw a whitish spherical object moving easterly at a rate of 5 degrees per second. The object was moving too rapidly to track it simply by cranking the theodolite, so one of the men had to point the theodolite manually while Moore observed the object through the telescope.

As reported by J. Gordon Vaeth:¹

The object was an ellipsoid about 2-1/2 times as long as it was wide. It had a length of .02 degrees subtended angle and was gleaming white in color. It did not have metallic or

Famous False Statements

"There is not a single reliable report of an observation [UFO] which is not attributable to the cosmic balloons." - Dr. Urner Lidell, Office of Naval Research, *LOOK Magazine*, February 1951.

reflected shine. Toward the underside near the tail, the gleaming white became a light yellow. The object, readily visible to the naked eye and seen by all the members of the group, filled the field of the theodolite's 25-power scope. ... It disappeared in a sharp climb after having been visible to Moore and his group for about 60 seconds.

On January 16, 1951, General Mills personnel tracking a "Skyhook" balloon near Artesia, New Mexico, saw two disc-shaped objects approach rapidly, tip on edge, circle the balloon, then speed off over the horizon. In February of that year Dr. Urner Lidell, Office of Naval Research, said in an article in *LOOK Magazine*: "There is not a single reliable
(Continued on next page)

¹ *200 Miles Up—The Conquest of the Upper Air*. New York: Ronald Press Co., 1956, pp. 113-16.

UFO-Balloon Encounters, Continued

report of an observation [UFO] which is not attributable to the cosmic [Skyhook] balloons."

Two Air Force officers in a C-47 near Holloman AFB, New Mexico, were tracking a 70-foot research balloon about 10:00 a.m. on February 14, 1951 when they noticed a bright star-like object apparently near the balloon. As they flew beneath the balloon they saw that the object was descending and observed that it was disc-shaped, silvery-white.

The disc hovered near the balloon, its apparent size about one-quarter to one-half that of the balloon (around 15-30 feet in diameter). The witnesses watched the UFO from the astrodome atop the aircraft for 3-5 minutes, after which it separated from the balloon and sped away. As it accelerated to the west, the object emitted a series of three bright flashes of light at one second intervals, reminiscent of photo flashes, then disappeared. (Associated Press, Feb. 16, 1951. *New Yorker*, Sept. 6, 1952.)

On October 10-11, 1951, General Mills balloon launch personnel, including the supervisor of balloon manufacture, J.J. Kaliszewski, had two sightings of UFOs from an aircraft. On the first day near St. Croix Falls, Wisconsin, they were climbing toward their balloon when they saw:

...a strange object crossing the skies from East to West [moving very rapidly], a great deal higher and behind our balloon. I estimate that

The Aeronautical Division of General Mills, Inc.,... had launched and tracked every skyhook balloon that had been launched prior to mid-1952. They knew what their balloons looked like under all lighting conditions and they also knew meteorology, aerodynamics, astronomy, and they knew UFOs...they had seen many of them...and the things they saw couldn't be explained. - Capt. Edward J. Ruppelt, Chief, Air Force Project Blue Book

our balloon was at approximately 20,000 feet at the time. ...The object had a peculiar glow to it, first coming in at a slight dive leveling off for about a minute and slowing down. Then into a sharp left turn and climb at an angle of 50 degrees to 60 degrees into the southeast with a terrific acceleration, and disappeared.

[The object] crossed through an arc of approximately 40 degrees to 50 degrees. We saw no vapor trail and from past experience I know that this object was not a balloon, jet, conventional aircraft, or celestial star. [Signed statement by J. J. Kaliszewski.]

On the second day near Minneapolis, Minnesota. They were flying at about 10,000 feet observing their balloon when,

I [Kaliszewski] saw a brightly glowing object ...moving from east to west at a high rate and very high. We tried keeping the ship [aircraft] on a constant course and using reinforcing member of the windshield as a point. The object moved past this member at about 5 degrees per second.

This object was peculiar in that it had what can be described as a halo around it with a dark under surface. It crossed rapidly and then slowed down and started to climb in lazy circles

(Continued on next page)

UFO-Balloon Encounters, Continued

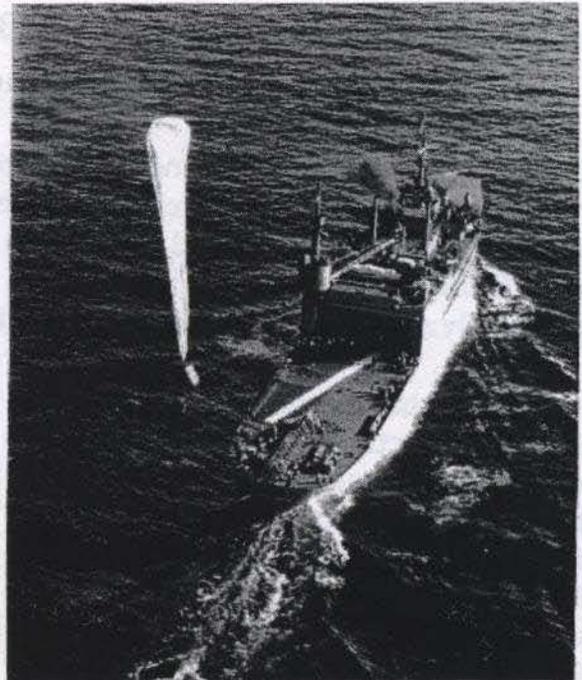
slowly. The pattern it made was like a falling oak leaf inverted. It went through these gyrations for a couple minutes.

I called our tracking station at the University of Minnesota airport and the observers there on the theodolite managed to get glimpses of a number of them, but couldn't keep the theodolite going fast enough to keep them in the field of their instruments.

Again, General Mills personnel in Minneapolis, Minnesota, were tracking a 79-foot balloon via theodolite about 10:00 a.m. on October 15, 1953. At the time, the balloon was at about 73,000 feet altitude. An apparent vapor trail lower than the balloon caught their eye, and they observed an object moving horizontally for about 30 seconds, traveling about 10 degrees across the sky in 9 seconds.

The object next dove vertically for 10-15 seconds giving off a glow, then leveled off. At this time the smoke or vapor trail ceased. The witnesses both were experienced pilots, and one also a meteorological engineer.²

Office of Naval Research aircraft crew members once again saw UFOs near one of their Skyhook balloons on February 1, 1954. While airborne in the vicinity of Tuscaloosa, Alabama at 3:15 p.m., they were observing a cosmic ray research balloon which was at or



Skyhook balloon launched from deck of the seaplane tender *USS Norton* (AV-11), March 31, 1949. For size comparison, the *Norton* was 640 feet long and 69 feet across the beam. (U.S. Navy Photograph.)

above 90,000 feet, ahead of them to the east. They were astonished to see six objects fly over and around the balloon, hover, then ascend vertically out of sight. (Hynek, Center for UFO Studies case cited by David Rudiak; see his web site www.roswellproof.com)

Anthropomorphically speaking, it is worth noting that UFOs also displayed extraordinary "interest" in aircraft, rockets, and missiles during the 1940s and 1950s.

Collectively, these reports of UFOs conducting apparent "inspections" of airborne vehicles strongly suggest curiosity, exploratory behavior and, by implication, intelligence. □

² J.A. Hynek, *The UFO Experience*, Chapter 6, Case DD-9.

Central Intelligence Agency UFO-related Documents Online Analysis and Opinion

The Central Intelligence Agency (CIA) Freedom of Information Act (FOIA) web site (www.foia.cia.gov) contains searchable document files (320 files, totaling several hundred pages altogether) of UFO-related documents that have been released as a result of FOIA requests from citizens. The NICAP web site (www.nicap.org) maintained by Francis L. Ridge is analyzing this information and will be posting links to significant documents.

Ironically, the documents available in the CIA "Electronic Reading Room" include several about the original NICAP (National Investigations Committee on Aerial Phenomena) and Maj. Donald E. Keyhoe from the 1950s and 1960s, and other material well into the 1990s.

One of the documents pertains to a 1965 meeting between a CIA Domestic Contact Division agent and Richard Hall (See Hall, *Uninvited Guests*, pp. 354-58.) In that case, the CIA representative filed a report stating that Maj. William Kehoe (sic) apparently was no longer with the organization, which doesn't inspire confidence about the accuracy of other CIA files.

Clearly this more or less random set of documents is far from everything about UFOs in the CIA archives. These files range from low-grade intelligence gathering of newspaper reports to fairly significant internal documents reflecting actions taken by the CIA at various times.

Glaringly absent (with a very few exceptions) are hardcore UFO case studies and the "finished intelligence reports" of important cases known to exist. On the other hand, administrative documents and internal memos confirm such matters of historical importance as the CIA direct investigation of a flurry of UFO sightings around the Washington,

D.C., area in late 1964 and early 1965, and its formation of a secret "window" into the Air Force sponsored University of Colorado UFO Project in 1966-67. (The credibility of the CIA investigations is another issue.)

One document addressed to the Director of Central Intelligence (DCI), titled "Evaluation of UFOs," is dated Jan. 26, 1965, and signed by Donald F. Chamberlain, Assistant Director, Scientific Intelligence. It debunks all the recent "news media reports". However, it continues:

[OSI] monitors reports of UFOs, including the official Air Force investigation reports, and concurs with the Air Force conclusions, which are unclassified and available to scientific investigators.

Then, rather astoundingly, Chamberlain encloses to the DCI the standard, notoriously inaccurate and biased, Air Force Project Blue Book statistics and cites to the DCI the low percentage of unexplained cases!

This document alone raises several extremely interesting questions. The recent "news media" reports so glibly debunked without any detailed analysis included two radar cases reported by highly credible witnesses.

(Continued on next page)

CIA UFO Files, Continued

Was the DCI "out of the loop" (not unprecedented in CIA history)? Was Chamberlain an extreme UFO skeptic who didn't bother to really study strong UFO cases thoroughly and scientifically? Does this document reflect a prevalent mindset among CIA analysts?

Somehow it is difficult to believe that this evaluation represents the real CIA study of UFOs, though in light of recent disclosures that is possibly the case. The "cover-up" versus "foul-up" question applies to the CIA as well as to the Air Force.

Since I was personally involved to some degree in the two radar cases so casually written off by Chamberlain as radar malfunctions and human error, I am personally inclined to think that this document was deliberately meant for general public distribution in order to conceal what was really going on.

If the DCI actually was receiving such poor quality briefings on UFO-related intelligence data, then I am inclined to believe that he was either "out of the loop" or was the victim of the same sort of unscientific, illogical response (by alleged scientists) to credible UFO sightings that plagued the Air Force.

While senior Air Force leaders took the reports from their pilots and radar crews seriously based, among other things, on strong radar-visual evidence and film data, consulting scientists regularly trivialized the data and debunked the sightings. - R.H.

LANDING TRACE CASE IN LITHUANIA

(From Central Intelligence Agency Foreign Broadcast Information Service, London, UK.)

Two police officers in Vilnius, Lithuania, witnessed the landing and take-off of a spherical UFO that left physical traces on June 25, 1996. Although the case departs from our typical definition of UFO "history," it is now almost 10 years old and certainly is unknown to most people in the West.

As translated by the CIA from Russian from Moscow ITAR-TASS World Service, June 26, 1996, this is the story:

POLICE OFFICERS SPOT UFO; RAPID REACTION FORCE ALERTED

An unidentified flying object (UFO), spotted near the Lithuanian border on 25 June by two duty motor police patrol officers Jaunius Pozera and Laimis Kraujalis placed the whole Vilnius police on the alert. Vehicle loads of soldiers from the Aras Rapid Reaction Force, sniffer dogs and police reinforcements immediately arrived on the scene of the emergency.

According to the eyewitnesses' accounts, at about 0030 in the early morning, on the Vilnius-Medininkai Road, near the village of Nemezis, 10 km from the capital, at an altitude of 20-30 meters above the ground, they noticed a spherical object hanging [hovering] and "pulsing," alternately shrinking and expanding. At the same time, they heard what they described as "a strange sound like an electric or electronic crackle."

Wanting to take a closer look at the UFO, the policemen moved toward it. When they had advanced about 50 meters through the long grass, the police said, the sphere moved away, rose higher and rapidly departed in the direction of Vilnius.

(Continued on next page)

Lithuanian UFO, Continued

The policemen watched the UFO for about half an hour. On their arrival at the scene of the "emergency," members of the civil defense department, servicemen from the special forces and commissioners of the capital's police carefully studied the area, measured the background radiation and tape-recorded the strange sound, which was still heard in the area after the disappearance of the UFO.

The sniffer dogs did not discover anything suspicious and behaved quietly. But it was noted that the tall grass around the place over which the sphere had "hung" was flattened to a radius of 10 meters.

Lithuanian scientists have not yet expressed an opinion on the appearance of this UFO near Vilnius. Police Commissioner Valentinas Juchnevicius said in a radio interview today that both officers who watched the shining object "are psychologically healthy, normal people, not noted for crankiness [being cranks]."

Did the CIA simply file and forget reports of this nature, or did they recognize familiar patterns in the story and seek follow-up reports about the on-site investigations?

This particular report must have contained some "key words" of special military interest for the time period, since the distribution list indicates 43 recipients of the translation. Among them were DOE, Washington, D. C.; Commander-in-Chief of Pacific Fleet, Honolulu; Office of Naval Intelligence, Washington, D.C.; Defense Intelligence Agency (DOD), Washington, D.C; and Air Force Office of Special Investigations, Bolling Field, Washington, D.C. □

Late 1953 UFO Sightings and Other Developments

A year after the Summer 1952 Washington, D.C., sightings, identical reports still were being made, but the sightings had long since faded from the newspaper headlines. The Air Force, however, was beginning to put in place new policies in a reported attempt to gain better evidence.

By June 1, 1953, the Air Force had distributed 73 Videon cameras with diffraction gratings, optical devices for photographing the color spectrum of luminous UFOs, to selected Air Force base control towers and Air Defense Command radar sites. But the gratings were found to be faulty; a planned replacement and redistribution was scheduled to take place in November. (*Project Blue Book Status Report No. 12*, September 30, 1953, p. 6.)

July 24, Mt. Vernon, Ohio. Ground Observer Corp report of a large silver object that circled overhead at 9:00 a.m. at an estimated altitude of 30,000 feet, then flew away to the southwest. (Hall, *The UFO Evidence*, 1964, p. 65.)

Summer, Yaak, Montana. An Air Force radar site picked up six unidentified objects that made abrupt changes of direction. As the objects approached their site, the crew went outdoors and saw six objects in trail formation, switching to inline abreast, then stack formation. Their speed was estimated to be 1,400-1,600 m.p.h. (Hall, 1964, p. 85.)

(Continued on next page)

1953 Chronology, Continued

August 9, Moscow, Idaho. Mr. L.E. Towner, supervisor, and other Ground Observer Corps spotters reported watching three Air Force F-86 jets interceptors close in to investigate a large glowing disc. As they approached, the object accelerated rapidly and sped away. The Project Blue Book *Special Report No. 12* case evaluation states "probably light reflections on clouds," but provides no details at all. (Hall, 1964, p. 66.)

August 12, Rapid City, South Dakota. Ground Observer Corps post members observed a UFO first hovering in the eastern sky, then moving in over the city. When ground radar tracked the object, an F-84 jet was scrambled to investigate. The pilot chased the object for 120 miles, as ground radar showed both his plane and the UFO. The object accelerated each time the jet began to close in.

A second F-84 was scrambled when the first pilot returned to base, the pilot obtaining a radar lock-on as he chased the UFO. Again, the object accelerated to stay just ahead of the pursuing aircraft. When the pilot switched on his radar-ranging gunsight and the red light blinked on showing a real "target" ahead, the pilot was frightened.

When Capt. E.J. Ruppelt later interviewed him, the pilot "...readily admitted that he'd been scared ... he asked the controller if he could break off the intercept." (Ruppelt, *Report on UFOs*, pp. 303-305.)

August 20, Wright-Patterson AFB, Dayton, Ohio. A representative of

Project Stork (i.e., Battelle Memorial Institute) visited Blue Book to report on the status of their computer study of UFO reports from 1947 to 1952. This later resulted in *Project Blue Book Special Report No. 14*. (Project Blue Book Status Report No. 12, pp. 5-6.)

August 23, Port Moresby, New Guinea. Tom Drury, a high-ranking Australian aviation official, managed to obtain motion picture film footage of an elongated silver, metallic UFO at high altitude that emerged from an odd isolated cloud formation. The object then climbed steeply, leaving a vapor trail, and disappeared in seconds at high speed. The film was sent to the United States for analysis.

Australian scientist Bill Chalker, who has examined the RAAF files on the case and conducted an investigation, reports in a Project 1947 forum that the film was analyzed in the U.S. by the CIA. His 1996 book includes a detailed description of the film and its history.

Project Blue Book in *Status Report No. 12*, September 30, 1953, lists the case evaluation as "Insufficient data," but provides no description or details at all. (www.project1947.com; Chalker, *The Oz Files*, 1996, pp. 51-55.)

August 26, Washington, D.C. Air Force Regulation 200-2 was issued by the Secretary of the Air Force establishing procedures for reporting UFO sightings and restrictions on public release or discussion of information about any unexplained cases.

September 7, Cleveland, Ohio. A technical writer for Goodyear Aircraft Corporation at about 6:30 p.m. glanced
(Continued on next page)

1953 Chronology, Continued

up at the sky and saw a grayish-blue object moving overhead toward the north. The object, which flew beneath a solid overcast at about 1,000 feet, was shaped roughly like an equilateral triangle with rounded sides and angles. It was rotating around a central axis as it continued on a steady course, disappearing over the horizon. (NICAP report.)

September 7, Vandalia, Ohio. A naval reserve pilot was flying to Indianapolis from Columbus, Ohio, with his wingman, both in FG-1D Corsairs at 4,000 feet. Shortly after 8:00 p.m. he noticed a bright white, flashing light moving rapidly at a lower altitude and alerted his wingman, who could not see it. After passing beneath them, the object pulled up and climbed rapidly out of sight to the north.

On the return trip about an hour later, the pilot and his wingman both observed the same or a similar object. The UFO changed positions rapidly, then dove and pulled up ahead of them and climbed out of sight. (Leonard H. Stringfield interview report, Hall 1964, p. 32.)

September 11-13, Chiloquin, Oregon. Police Chief Lew Jones was among the many witnesses to UFOs seen over a three-night period. Observed through binoculars, the objects appeared top shaped and had visible body lights. (*Los Angeles Daily News*, Sept. 15, 1953.)

September 30, Wright-Patterson AFB, Ohio. Project Blue Book Status Report No. 12 published reporting on events

for the period of June-August 1953, classified "Secret."

October 18, English Channel. British airline pilots, Capt. Peter Fletcher and First Officer R. L. Lemon, encountered a UFO shaped "like two shallow saucers with their rims together." A classic description universally reported by highly credible observers. (Hall, 1964, p. 35.)

November 3, London, England. A huge circular metallic UFO was tracked on radar, seen by interceptor pilots, and observed through a telescope. (Keyhoe, *Flying Saucer Conspiracy*, 1955, p. 79.)

November 23, Kinross AFB, Michigan. An Air Force F-89 interceptor vanished while chasing a UFO. (See separate story, page 11.)

December 1, Washington, D.C. The Air Force announced that it had set up special "flying saucer" cameras around the country equipped with diffraction gratings to analyze the nature of the light emitted by UFOs.

December 17, Sweden. Capt. Ulf Christiernsson, a WWII RAF pilot and currently chief pilot for the Swedish Transair Airlines, along with his flight mechanic Olle Johansson, observed a circular object that flew beneath their DC-3 in the afternoon. "What I saw," Christiernsson stated, "was a completely unorthodox, metallic, symmetrical, round object unlike anything I have seen before."

The DC-3 was at 2,150 meters altitude and the object flew between it and the cloud ceiling which was at
(Continued on next page)

AIR FORCE F-89 INTERCEPTOR DISAPPEARS WHILE CHASING UFO OVER LAKE SUPERIOR. RADAR SHOWS AIRCRAFT AND UFO IMAGES MERGING

Like a Grade B science fiction melodrama, an Air Defense Command all-weather interceptor was scrambled to investigate an unidentified radar target near the Canadian-U.S. border on the night of November 23, 1953, and never returned. The Air Force later claimed that the pilot had intercepted a stray Canadian airliner and was returning to base when he apparently became disoriented and crashed into Lake Superior. Although the full story is yet to be told, the evidence does not support the Air Force claim. Maj. Donald E. Keyhoe first reported the case in his 1955 book *Flying Saucer Conspiracy* from which the following excerpt is taken.

It was the evening of November 23, and wintry darkness had settled over Michigan. At an isolated radar station Air Defense operators were watching their scope in a routine guard against possible enemy attack.

Suddenly the "blip" of an unknown machine appeared on the glass screen. The Ground Control Intercept officer took a quick look. The "unknown" was flying over the Soo Locks - and no aircraft was scheduled near that important target. Whatever it was, it had to be identified swiftly.

1953 Chronology, Continued

about 1,500 meters, visible to the pilot for 4-5 seconds. With these reference points, they estimated the size to be about 10 meters in diameter.

When the UFO passed beneath the aircraft, the mechanic was able to observe it for an additional 5 seconds, and confirmed that it was circular or slightly elliptical in outline. The pilot compared the object to a "flying lozenge," and said it had a metallic luster. (Central Intelligence Agency Foreign Broadcast Information Service, April 1, 1954, translated from articles in the Stockholm *Dagens Kyheter* daily, December 18-20, 1953.) □

In less than two minutes an F-89 from Kimross [sic] Field was streaking toward the locks. At the jet's controls was Lieutenant Felix Moncla, Jr., a veteran at 26. Behind him was Lieutenant R.R. Wilson, 22-year-old Oklahoman, acting as radar observer. Guided by Ground Control, Moncla climbed steeply toward the "unknown."



F-89 Scorpion Fighter
(U.S. Air Force Photo)

Back at GCI, the controller watched the jet's blip on his glowing radarscope. As it moved toward the UFO's blip, the strange craft changed course. The controller called Moncla, gave him the new bearing. From the scope he saw that the F-89 was now over Sault Sainte Marie, though to the crew the city's lights would be only a blur, quickly lost behind.

The UFO, flying as fast as a jet airliner, was heading toward Lake Superior. At over 500 m.p.h. the F-89 raced after it, out across Whitefish Bay.

Nine more minutes ticked by in the tense quiet of the GCI radar room. Gradually the F-89 cut down the gap. [The controller started to communicate with the plane.] He broke off, staring at

(Continued on next page)

Kinross Case, Continued

the scope. The two blips had suddenly merged into one. ...The two machines were locked together, as if in a smashing collision.

For a moment longer the huge, ominous blip remained on the glass. Then it quickly went off the scope. (Keyhoe, 1955, pp. 13-15.)

The apparent collision had occurred far offshore, about 100 miles from Sault Sainte Marie and 70 miles from Keweenaw Point. Search planes were deployed, but no trace was ever found of the aircraft or the object it had been chasing.

The *Sault Sainte Marie Evening News* reported on November 25 that bad weather was hampering the search for the missing pilots, whose names were included in the article. Said the newspaper: "Air Force spokesmen at Truax Air Field, Madison, Wis., who identified the fliers, said the plane was followed by radar until it merged with an unidentified object 70 miles off Keweenaw Point."

Two days later the newspaper reported that the "UFO" had turned out to be a Canadian Air Force C-47, but repeated the reported merging of the two blips, "and then contact was lost with the jet, which was at 8,000 feet altitude at that time."

In 1956 the missing pilot's brother-in-law, in the law department of a major oil company in Texas, wrote to Major Keyhoe and they exchanged letters.

Keyhoe had received another letter from an Air Force officer purporting to be a friend of the widow, Mrs. Moncla.

Search Continues Today For Missing Jet Plane

The search continued today for a Canadian Air Force C-47, Kinross officers said. The missing F-89 jet interceptor. The two "blips" on radar screens appearing since Monday from Kinross appeared to merge as the jet closed on the C-47, they said, and then contact was lost with the jet, which was at 8,000 feet altitude at that time.

The Evening News, Sault Ste. Marie, Michigan
Friday, November 27, 1953

This officer had severely criticized him for including Moncla's name in his book which, he said, had "caused untold misery" to the widow. Keyhoe wrote an apologetic letter to the brother-in-law, who replied that he had spoken to Mrs. Moncla:

Mrs. Moncla was shocked at [the officer's claim] and asked me to write you that she understood and that no apology was necessary. In fact, she was pleased over the fact that you displayed enough interest in the matter to investigate it fully.

Mrs. Moncla, he said, was first told that her husband had intercepted a C-47, flown too low under it and crashed into the lake. Later they told her that his aircraft had exploded in flight and there was no other aircraft involved.

The Air Force was still circulating the C-47 explanation in the 1960s. The Royal Canadian Air Force in response to NICAP inquiries twice denied that one of their C-47s was involved.

The microfilmed history of the F-89 fighter interceptor squadron, obtained by Project 1947, records that the F-89 was being directed from 25,000 feet down to 7,000 feet when the two blips merged on the radar scope, further noting: "Radar and radio was lost with the F-89 at this time and the aircraft was never sighted again." □