

NEW JERSEY MUFON EXCLUSIVE.... A CONFERENCE CALL WITH KEVIN RANDLE

Editor's Note: What follows are excerpts taken from a 30 page telephone conference transcript. The CHRONICLE has only tried to highlight some of the subjects and areas discussed. If any of our readership are interested in obtaining the full transcript, you may do so by contributing a check in the amount of \$12.90 (\$2.90 covers shipping) to the following address: Dr. Donald A. Johnson, 5 Friar Tuck Drive, Medford, New Jersey 08055. All monies contributed will be utilized for the continuing push for a Congressional inquiry.

AUGUST 17, 1991

(Transcript by R. J. Durant. The speakerphone suffered from a periodic loss of Randle's transmission for very short durations. This resulted in lost words throughout the tape. Where a word or short phrase is missing, the text shows XX.)

The first time a person asks a question of Mr. Randle his name will appear in full, thereafter only the their initials will appear. Throughout the interview Kevin Randle will appear as "R".

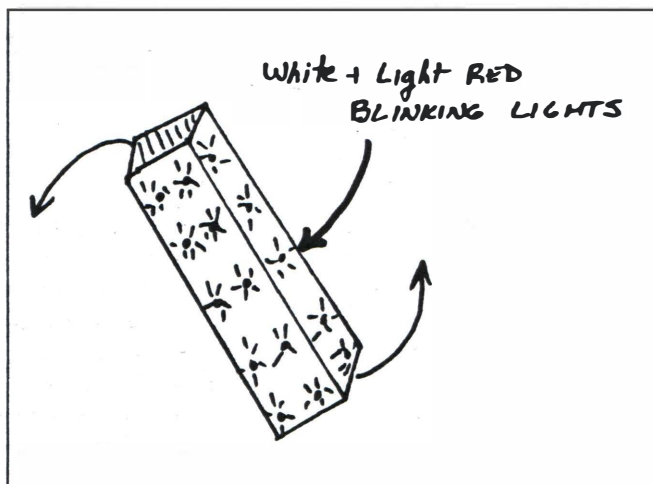
Joe Stefula : We have 15 or 20 people here with South Jersey MUFON, and what we would like you to do if possible, if you would give us an update on Roswell, what you have learned and what you have found out since the book came out.

R: That's a pretty good question there, a lot of territory.

Tom Carey: Kevin, this is Tom. I haven't told them anything.

R: Laughter. I guess the best thing to do then is to talk about the news that Gerald Anderson had taken an anthropology class from Dr. Buskirk in 1957, so the connection between Anderson and Buskirk, that is in fact the Albuquerque High School.

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The above illustration is of a rectangular UFO sighted near Medford, N.J., on October 9, 1990. It shows a striking resemblance to the Teterboro UFO sighted earlier that year, on September 21st. The drawing was done by Timothy Mark Jones and was approved by the witness.

RECTANGULAR UFO SIGHTED IN SOUTHERN NEW JERSEY

Medford, New Jersey, October 9, 1990

The following information was obtained from the witness on the evening of May 10, 1991. The incident occurred on October 9, 1990. The interview was conducted by Timothy Jones, State Section Director for Burlington County, New Jersey.

At approximately 6:30 PM on October 9th, the witness was on his way home from a night class at Burlington County College. When he reached the intersection of Route 70 and Skeet Road (Refer to Map #1 of the general area), he observed a strange rectangular object in the distance. His attention was drawn to the object due to its bright red and white lights, as well as its erratic flight pattern. The witness stated that there were twelve or more lights on the object equally spaced on the two

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FROM THE EDITOR'S DESK

OUR ONE YEAR ANNIVERSARY AND THE DREADED IBM CODE 1701.....

The worst nightmare that a publisher could face took place in late October. While working on the September/October issue of the paper, I experienced a white out, that's when the monitor of the PC goes totally white. I thought that the power-source that was replaced in June went out again. After much #@%& and checking connections I was able to revive the power-source. When I got into DOS the first thing that showed up was "Code "1701". I then proceeded to go into my program and continue working. The next day when I powered up, nothing, the DOS prompt read "Controller Card has failed to initialize ". Great, I had just witnessed a hard drive crash...zip...gone to computer heaven....29 million bits of information...including *Volume 2 Number 1 of THE NEW JERSEY CHRONICLE* gone forever into electroland. It took another month to save up enough monies for a new hard drive and have it replaced..and we're back, with 0 wait and 84 megs of storage capacity.... I want to thank all subscribers who patiently waited in silence during the past four months when their *CHRONICLE* did not show up in their mailbox. To all the subscribers who either called or wrote letters of concern...I thank you. This issue is double sized to include the months that we've been away, it also heralds our second year of publication. Now to this issue...We begin this issue with an exclusive teleconference interview held by the southern group of New Jersey MUFON..Good Stuff..if after reading the excerpts presented; you want more..send to the address in the intro...believe me the money spent is going to a good cause. Another rectangular UFO was spotted in southern New Jersey...begins on the front page and continues in *Investigative Reports* along with a Close Encounter incident on Route 78 in Somerset County. In *UFO Cases, Meteors or Mystery?*...more rectangular UFOs spotted in the Pocono region of Pa in '91. Dr. Willy Smith presents some interesting data and conclusions in his *Blue Book Pearls*. Stamp collectors, you must read *A Get-Rich-Quick-Stamp*...buyer beware! Paul Ferrughelli does it again in the National Sighting Research Center's *Update*..this time with Project Blue-book. Bill Moore provides us with updated information on the 1950's Spitzbergen Saucer crash and on a new

upcoming book. Beth Solomon of the *Arkansas Democrat* reviews Sidney Sheldon's *The Doomsday Conspiracy*. Tom Benson shows us what we missed at the New Hampshire MUFON Conference in *An Inside View*. Ken Spencer, Director of MUFON Colorado supplied an excellent article on *Aircraft Lights* and their identification...Update on July/August Deltoid article ...*UpComing UFO Conferences*...*The Lighter Side of UFOlogy*, and much, much more.

Please remember to renew your subscription for the '92 year...we need you and thank you....until February...

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BLUE BOOK PEARLS FORT MONMOUTH, NEW JERSEY

By
Dr. Willy Smith
UNICAT Project

September 10, 1991

On the morning of September 10, 1951, two Air Force officers had an unusual experience while flying a T-33 trainer jet on a routine flight from Dover, Delaware to Mitchell AFB, New York. The observers were 1st Lt. Wilbert S. Rogers and Major Ezra Ballard, described in the Blue Book files (1) as experienced fighter pilots. The T-33 was cruising at 20,000 ft and doing 450 mph; Lt. Rogers was the pilot.

At 11:35 am while over Point Pleasant, NJ (see map and 2), Lt. Rogers noticed a fast-moving object at 11 o'clock. The object was over Sandy Hook, NJ, at an altitude between 5000 and 8000 ft, that is, much below the level of the plane, and was descending when first detected. It flew southwest over Red Bank, NJ, and started a gradual port turn of 120 degrees, which at the end of the 2 minute observation took it above the coast, where it finally faded over the ocean.

A descending turn to the left was immediately started by the pilot, decreasing the aircraft altitude to 17,000 ft and increasing its speed to 500 mph. Major Ballard did not observe the object until 45 seconds into the sighting, as he was occupied with the radio, and at that point he placed it over Freehold, NJ.

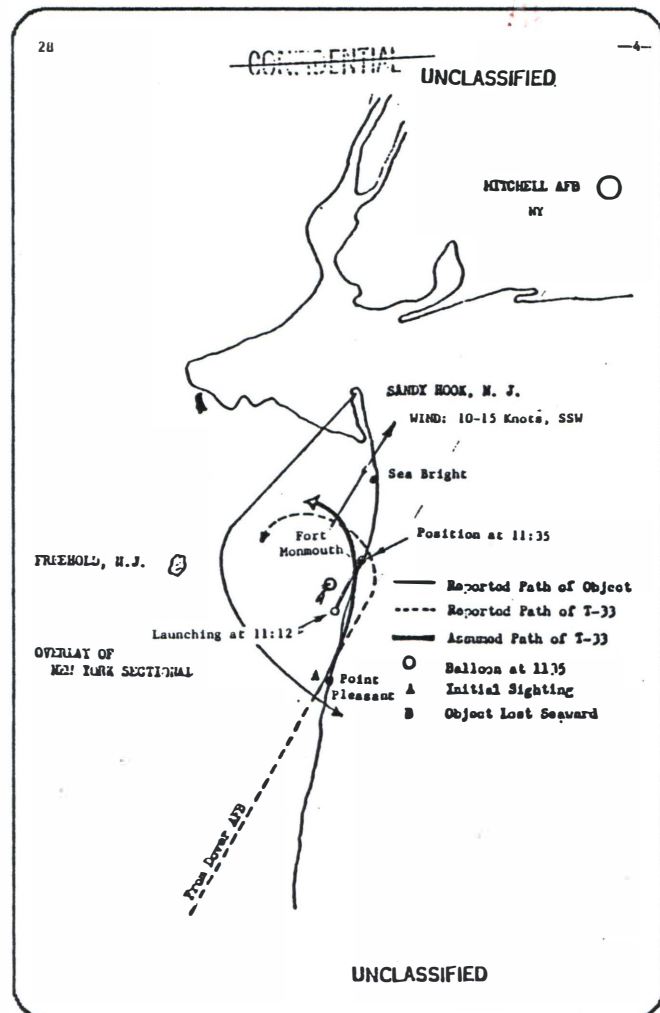
The T-33 continued its turn to port, but was unable to stay with the object, as it moved rapidly to sea. The plane was always above and behind the object, and on a roughly parallel course at the end of the chase. The plane completed a 360 degree turn and reassumed its original course, landing at Mitchell AFB, NY at 11:47 am. It is worth noting that throughout the incident the object was at the port side of the aircraft.

As was shown by Dr. McDonald (3), the official Air Force explanation that it was a balloon is untenable, and close inspection of the Blue Book microfilm files not only confirms that opinion, but also reveals new pieces of information.

In fact, two balloons had been launched in the area at about the time of the incident. It took a lot of effort by ATIC to pin down the exact location and time of the

launching, and the files contain a memo by Lt. E.J. Ruppelt to the Chief Signal Officer, Department of the Army, Washington DC, dated 25 October 1951, requesting information. A reply finally came on November 1, 1951, stating that two balloons had been launched at 11:12 am from Evans Signal Laboratory, at latitude 40/10N and longitude 74/04 West. This location is in the vicinity of Balmer, NJ.

As pointed out by Dr. McDonald, at 11:35 am the balloons would have attained an altitude of 17-18,000 ft, and would have been over the coast at the position I have marked on the map, roughly at 11 o'clock with respect to the plane, as was reported by the pilot. Had the object been one of the balloons which had failed to climb, the plane would have been over it in seconds, and so close that identification would have been immediate. This alternative is also denied by the files, which indicate that both balloons climbed to a bursting altitude of 104,000 ft.



Map of Fort Monmouth and surrounding area
continued on page 4

"Blue Book" continued from page 3

In addition, balloons do not descend and level off, as the object reportedly did, nor do they move at speeds of 900 mph. In a gallant attempt to debunk the sighting, the files contain an unsigned 17 page speculative paper, which suggests that the track of the plane was not precisely known by the pilots, and that in fact the plane was circling an almost stationary balloon. This ignores that there were two balloons, that the observers were far above the object could determine its position against the background, that the observation took place in broad daylight, and neglects the fact that the pilots were quite certain of what they had seen and provided a description totally different from a balloon (4).

The sighting has a low information content, and is not really that unusual, as many pilots have reported unidentified objects approaching their aircraft. What makes this case different is the circumstance under which the case became public, as well as the determined efforts by the AF to append the label "balloon" to the case.

A large number of pages in the Blue Book files refer to the investigation aimed at discovering how the information was acquired by the press. It seems that the pilots were overheard by the driver of the van transporting them after they landed at Mitchell AFB, and the news was promptly circulated on the base. An enterprising reporter from *NEWSDAY* by the name of Dick Aurelio heard the rumors at a dinner near the base, and proceeded to call the Public Information Officer, Major John Barnard Barron to verify the information. After some sparring, Aurelio managed to get to the base and talked with Lt. Rogers. He even photographed him in front of the operations map. To the consternation of the Air Force, the story appeared in the 11 September issue of *NEWSDAY*, and was released nationwide over the wires of the Associated Press and United Press shortly after (5). Once the AF found out that the origin of the leak was Major Barron, a team from OSI District #2 interviewed the Major on October 1, 1951, following instructions from Lt. Colonel N. R. Rosengarten, Air Technical Intelligence. The files contain a copy of the interrogation, as well as a "mea culpa" statement signed on the spot by Barron, which ends like this: "At no time did I suggest that the pilots saw a flying saucer. I am fully aware of the Air Force attitude toward flying saucers and would, under no circumstances, suggest to any member of the press that an Air Force pilot saw a object fully identified as a flying saucer".

Exit Major Barron. I wonder if he ended his career as a supply officer in Thule, Greenland.

The moral of the story is that the world learned about this case only because a driver had big ears. Otherwise, the incident would not have rated more than a few lines in the official files. As for Dick Aurelio, wherever he is, he must know now that the scoop of a lifetime passed him by.

NOTES AND REFERENCES

1. Blue Book Project Microfilm files, Rolls 8 and 89.
2. This map is a copy of the overlay included in *PROJECT GRUDGE Report #1*, 20 Nov 1951, p.28, with the exact initial and final locations for the balloons added.
3. The AF files contain 4 documents describing the events, and they are totally consistent. A report signed by Lt. Rogers reads: "it was round and flat in shape...the size was estimated to be the same as a fighter or light bomber, 30-50 ft in diameter...only one time was the object seen edgewise and it appeared definitely disc-shaped". Major Ballard adds: "the object was in a bank to the left turning to approximately 120 degrees...was round and silver in color...it disappeared out to sea".
4. Strangely enough, I have been unable to secure a copy of that issue of *NEWSDAY*, and it is not contained in the AF files, although I found there clippings from other newspapers relating the incident.

IMPORTANT NOTICE TO ALL NEW JERSEY MUFON MEMBERS

**MARK THIS DATE ON YOUR CALENDAR
FEBRUARY 9TH AT 1:00 P.M.**

**The "Winter" Meeting of the MUFON's
Northern New Jersey group will be held at
Trinity Lutheran Church
131 Mountain Way
Morris Plains, New Jersey
Guest Speaker (tentative) BUDD HOPKINS**

**Cost: \$4.00 per person
For more information about the meeting
call 201-895-7257**

T.C.: The missing link was that Anderson had described Buskirk perfectly, and Buskirk denied that he was ever there, and then we learned that he taught high school at Albuquerque High, and we were looking for the connection between Gerald Anderson and Buskirk, how he could describe him so perfectly. We found this week that he had taken a class from Buskirk, and what was it Kevin, 1957?

R: 1957, I believe.

T.C.: So, there's the missing link. And what does this do to Anderson, Kevin?

R: I think it pretty well buries Anderson's story completely. I don't know if you told them that he took a polygraph examination and passed it with flying colors. But the problem there is, we don't know what kind of questions were asked. Another problem is, the he has been under hypnotic regression some 13 times, and that in and of itself may negate the positive report. Don Schmitt and I were not invited to participate, and I don't know what questions were asked or how hard the questions were, and that sort of thing. So we'll have to wait and see how that goes. But our feeling, Don Schmitt and I agree, that the Anderson story is pretty much XX.

Don Johnson: Kevin, this is Don Johnson. I talked to Don Schmitt about a week ago and if Don has talked to you since then he has probably told you that I went out to Washington State and talked to Cav Cavitt.

R: He mentioned that. I've got some information on that, that we got just last Friday, as a matter of fact, I talked to Cavitt on Friday. Because he'd done an interview, Don and Phil Klass had done an interview in Washington State. There were some things said about Cavitt, and he wanted me to call Cavitt. One of the things that Cavitt said, first of all I'm sure you're all familiar with John Keel's balloon bomb theory. Cavitt reinforced what we published in other places that there was no balloon bomb there, that the guys at Roswell should have recognized a Fugo balloon had it been one. He knew of no Fugo balloons being found in the State of New Mexico. That kind of shot that down. Then Cavitt told me, that what he had picked up was some kind of a balloon. He wasn't really sure, he said a radiosonde or something like that. I said, a Rawin. And he said, no, I said a radiosonde, and he said that's what it was, some kind of balloon. Now his story changed a little bit from not having even been in Roswell to actually going out on some kind of recovery. I don't know if that's what he told you, Dr. Johnson, or not.

D.J.: He also told me something that he hadn't shared with you before, that he had been on a recovery for a body recovery, actually, for a crashed pilot. And Don Schmitt told me that when you had first talked to him that he had claimed he had never been out on any types of recovery. He said, well we were picking up a hand here and a shoe there, and we said after a while, well what's the point of doing all this. So he obviously had been out on at least that recovery. He also said that the quote in your book is not entirely accurate, where it says that Cavitt claims never to have heard about a crashed disc or flying saucers at Roswell. He says, I never claimed that I never heard about flying discs, there were lots of reports of flying saucers. In fact, I was sent down to, I forget where he said, Albuquerque, to investigate one, and it turned out to be a taco that somebody had thrown across the room. He was trying to make light of the situation.

R: A tortilla?

D.J.: A tortilla, right, he told you that story?

R: I remember it now, what we were attempting to say in that quote was that what he had told us was that there was nothing about the crash, he'd never read about it, never heard about it. I may have misled people saying the quote was from him, but Don was right there, and he was very emphatic that he never heard anything about it. Referring very specifically to the crash at Roswell, not all flying disc or flying saucer reports, just the crash at Roswell.

J.S.: Let me ask you this, have any new witnesses come forward since the publication of the book?

R: There's been quite a few, there's been a lot of activity about that, people coming forward since we published the book, including one of the neighbors of the Marcel's, told us that Jesse had come over the next day very excited because they had a flying saucer over at the house. That kind of confirms part of the Marcel story from an independent witness. I need to interview her at length to get all the information, but that was one of the things that had come forward from our work after the book.

Vince Ellis: I have a couple of questions regarding your book and what's happened recently. Could you explain the latest article in FOCUS with regard to General DuBose's latest statements to Moore and Shandera about the flight on the 6th never taking place, and so forth?

continued on next page

"Randle interview "continued from previous page

R: We have DuBose on video tape telling us the things what we XX. I think that what you're going to find is that there is going to be a magazine article by a disinterested third party coming out that's going to explain that a little more fully and I don't want to steal his thunder. But the point is, and I hate to cast aspersion, but it looks as if Moore and Shandera have coaxed the answers they wanted out of DuBose. I think you're going to find that that's the way it is. I'm sure you've read our article in the MUFON Journal, and the thing that Shandera had written. Shandera comes back in his letter saying the same things over and over again. I think that what you'll find is that Don and my version of the events is the accurate version. Shandera of course had the cute ploy of not letting the other researchers research and acknowledge it, and you'll see in the letter that Jaime Shandera wrote that he had actually done that to Don and me because they took the picture of Bond Johnson and information from that didn't credit us for finding the photographs. Moore and Shandera even got the time frame wrong, they didn't even verify the photograph that they got indirectly from us. They got it from Bond Johnson, is where it came from.

V.E.: Another question I have about the bodies portion of the book, is there's not a lot of information about how the craft was removed.

R: And you're absolutely correct, and that's a question that Don and I had not pursued to this point of what happened to the craft. We were more concerned with what happened to the bodies. Getting the bodies out of there. We went back asking the question: What happened to the craft? At the impact site it was pretty intact.

V.E.: Because a lot of the key discussions, whenever the subject of crashed discs has come up, is how do they move this thing across country or whatever.

R: As we understand, this one was about 35 to 40 feet in diameter but its very light weight. What we have been told, and again this is what we have been told, we have not been able to verify this, we're still looking for verification of this, but here was a story that we heard recently that there was something brought on to the base under a tarp. And so it was housed on the base. Depending on the XX they may have rigged it on a flat bed truck and put something around it to give it an odd looking shape. We've also been told that they traveled only at night, and pulled up at various Air Force based during the day. Traveled, say, from Roswell to, I don't know if Cannon AFB was there in 1947 or not, Cannon is up near Clovis, New Mexico, but it would be very easy to travel from

Roswell to Cannon, to stop for the night, then down to Wichita Falls, Texas, which is XX AFB, and stop for the night, and work their way up, driving during the dark hours when you wouldn't have a lot of traffic, and just sort of hopping from base to base until you got to Wright Field. There's another thing that's come up since the book. We have been told, and I haven't been able to verify this, but one of the saucers, what they had done was they buried it at the land fill at Wright Field, covered it with garbage, in essence, until they could get a structure built to house it. We haven't been able to confirm that, I must stress that, we haven't been able to confirm that, but that's one of the stories that we've heard.

J.S.: Kevin, this is Joe Stefula again, let me ask you a question. Are there still witnesses that are invoking secrecy oaths or secrecy pledges as the reason why they don't want to come forward and talk?

R: Absolutely. There are a number that said they've been sworn to secrecy and they don't want to talk about it. I'm not sure if we mentioned it in the book or not, but Edward Skelly (sp?) who was the Operation Officer XX who flew the bodies out of Fort Worth, or out of Roswell, when Don called him to talk to him, his wife kept saying, are you with the Air Force? And once Don got to Kelly he just wouldn't talk about it at all, but we know that Skelly was the Operations Officer involved in that. That's the attitude they're still invoking. His attitude is he wasn't there, he knows nothing about it. We know he was there. Others are telling us, "I can't talk because I was sworn to secrecy."

J.S.: Have you come across any evidence that the Defense Intelligence Agency is conducting any type of look at the UFO phenomena?

R: No, but that doesn't mean that it isn't. I think what's happened is that the agency created to overlook the recovery at Roswell, and I'm sure you're all aware that neither Don nor I believe the MJ-12 document to be authentic, we don't think there was a Majestic 12, but we know there was an oversight committee. We've talked to people XX the oversight committee, but the name of it is really irrelevant. The point is, what you have is a very highly classified organization that is dealing with these phenomena at one level and not telling anybody what's going on. That's not to say that some other organization at a much lower level, such as DIA, might form their own working groups like Blum talked about. But they would not have the knowledge, nor would they have the capability of cracking the higher level investigation of the higher level cover story. There may be some type of interest at lower levels in the government, but its not

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something that has anything to do with Roswell XX

J.S.: Do you think its possible for an organization to be that secret that it would stay basically secret for 40 some years without word leaking out some way?

R: The word has leaked out. But the story, as we keep saying, is so fantastic that nobody would believe it. That's the thing that is working for them more than anything else, is when we talk about a flying saucer crash at Roswell, New Mexico, it's such a fantastic story, nobody wants to believe it. So though word has leaked in the past, people have ignored it. Like, Dorothy Kilgallen did a, I'm sure you're all aware, did a column about that at one point where obviously some word had leaked into higher reaches of the British government. So the word has gotten out a couple of times but nobody can get any farther that.

V.E.: Kevin, could you tell me how General Exon came out, came forward, or how he was located?

R: In the course of the investigation, we'd come across his name as being one of the people who know some information about this, so we approached him to talk to him a while ago. He gave us some information about the Unholy Thirteen and other things. He told us about four, I think, F-89 fighter planes that disappeared over the continental United States chasing these. The planes just flat vanished, nobody ever found them; and that had the oversight committee and the Pentagon very upset. That was how Exon learned about them, and was involved in some of that activity. We found Exon through our investigation talking to other people XX Arthur Exon we'd been able to confirm who the committee was. I'd talked to him at one point right at Wright Patterson Air Force Base. We went to lunch at the Officer's Club In July of last year. So he's exactly who he says he is. We found him through our investigations and talking to other people.

J.S.: When was that, Kevin, the F-89 disappearance?

R: The only thing he could tell us about the F-89s was that he thought it was around 1955 or 56 and it was in Tennessee or Kentucky. He really couldn't remember all the details. No I've gone back through the New York Times index of aircraft accidents looking for disappearances of aircraft, I haven't been able to find any. That simply means I haven't been able to find it yet, so we're still working on that lead.

J.S.: He's talking about four aircraft, total of, those were

two man crews in those Scorpions.

R: We're talking about four aircraft flat disappearing, and they never found any wreckage over the Continental United States. Its not like the Kinrock case where the guys could have XX into the lack intact, and the airplane is sitting on the bottom of the lake. We're talking about four aircraft in a formation disappearing over the Continental United States. We're still searching for some references to XX on it.

J.S.: If Roswell is true, does that lend credence to Lazar's claim that replication of vehicles and things like that out at Groom Lake?

R: It makes belief in Lazar's theories much easier, because we've already established that interstellar travel is possible. So that means its easier to accept it. But I don't personally believe Lazar's information is wholly accurate.

J.S.: Do you believe that Roswell was a one time occurrence?

R: We have evidence, fairly good evidence, that we're continuing to explore, that there were at least four in the United States; and that doesn't count Ubatuba (sp?), which also suggests another crash...and it doesn't count anything in the Soviet Union. The assumption XX four crashes.

J.S.: Kevin, what other four?

D.J.: Kingman, Arizona is one, isn't it?

R: Kingman is one, Las Vegas is two, Del Rio is three and Kecksburg is four. There's documentation for all of those. It doesn't mean all were extraterrestrial in origin. In fact, with Kecksburg there is a very distinct possibility that what it was, was some kind of nuclear powered satellite launched from this country, and that is why the military responded the way it did. XX the evidence XX nuclear powered XX away from the population. Those are the four that we've got information for, plus Ubatuba in 1957, and then the question is; Did the Soviet Union have a like number? The answer is, that they probably would, so they probably know as much about it as we do.

J.S.: Any indication why it only occurs in the United States or the Soviet Union, not down in Spain or Portugal or somewhere else?

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"Randle interview " continued from page 7

R: How about Ubatuba in Brazil, in 1957? There's South America right there. I think the reason you have the initial flurry around the United States and Mexico is specifically because the first place we ever dropped an atomic bomb was New Mexico. A lot of the atomic research was going on in New Mexico, rockets were being fired from the White Sands proving grounds. That may account for the XX by them XX going on in New Mexico. XX that there are other cases, a bunch of them in the books from all over the world, especially a lot in South America.

Richard Butler: Has any naval official's names come up in any of your investigations on this?

R: No, they haven't. Which may or may not be significant. We've concentrated specifically on Roswell, so naturally we're concentrating on the Army Air Forces and Army. That's not to say there wasn't some sort of naval involvement at some point, but at this point we're not aware of anything.

J.S.: Kevin, are you convinced there was only one crashed disc?

R: Yes. All evidence we have suggests that the Roswell event was an event by itself in that time frame. We have found nothing to suggest that there was a second crash site at Magdalena. All the first hand witnesses we have been able to talk to who were on, who we can prove were at Magdalena in 1947 deny almost universally that they were involved in anything and I think Tom can address this question as well, because he helped with that investigation XX. But we just cannot find anything to suggest that there was a second crash at Magdalena, or on the Plains or San Augustine south of Magdalena.

J.S.: But you're talking about two different debris fields, though, with one incident with two different debris fields?

R: The debris found on the Brazel ranch, which induced Mac Brazel to go into the Roswell Sheriff's office, then during the aerial reconnaissance two days later they found the rest of the craft about three miles away from the debris fields. That's what we call the impact site. There is actually a third site. Sheriff Wilcox had sent two deputies out on Sunday to see if they could locate the crash site, and found a burned area. There was an area of sand that had been melted into a glass like substance, and there supposedly was a little bit of debris found there, some of it metallic debris; that's

about five miles northwest of the debris field. So, we think everything happened right on the Brazel ranch. There's no question that there were bodies found on the Brazel ranch, and those were taken to Roswell. We have not found a single first hand witness at Magdalena, other than Gerald Anderson.

R.B.: Have you heard any rumors that any debris or part of the ship was taken to an airbase in Washington, D.C.?

R: Yes. The debris went to Washington, D.C., there is no question about it.

J.S.: Kevin, why secret after all these years, why do they still keep it secret?

R: I think Jack Anderson answered that question for us when he was talking about the MIA situation. I saw him on CNBC, and they said, why would they keep it secret. His answer was, the government doesn't like to admit there's something going on they could do nothing about. That may be part of it right there. We also know that there was a congressional study done by the Brookings Institute particularly for NASA about the peaceful applications of space, and one of the questions addressed was extraterrestrial contact. In that report they determined that any time a superior civilization or a technologically superior civilization gets in contact with a technologically inferior civilization, the inferior civilization XX. That may be part of the motivation. Protecting their own jobs and their own hides. Because what would be the attitude of people, Congress or the Department of Defense spending billions and billions of dollars and there's absolutely nothing they can do about the flying saucers. That all may be part of the problem right there. Also, there's always, I think, a number of people that can verify this, who have been in the military. There's always a great inertia when something is classified to get it declassified. Top Secret material is not automatically declassified after a period of years. It has to be reviewed before it is declassified, and I think that probably some kind of inertia is involved. "All this stuff has been classified since '47, I'm not taking the responsibility for declassifying it." I think it's a combination of all those factors.

J.S.: If Roswell is true then, the abduction phenomena that has been out in the last several years, that lends a whole bunch of credibility to that phenomena, doesn't it?

R: Absolutely, as I say, once we get over the first hurdle, and that's proof that there's extraterrestrial spacecraft floating through our atmosphere, then a lot of the other
continued on page 9

"Randle interview" continue from page 8

phenomena reported, like the abduction phenomena, is that much easier to believe because we have already proven that they can get here from there.

So that the people talking about the abductions, we know that there are flying saucers, that makes it that much easier to accept the stories of abductions.

J.S.: Where do you think we're going to be, say, a year from now?

R: We have a couple of things in the fire right now that might be able to turn this whole phenomenon around. I mean, we're at a crossroads right now. I think we were in a similar crossroads back in 1952 when Frank Scully had come out with his book, *Behind the Flying Saucers*. They had a crossroads there, and it would have been very easy to tip the scales in favor of those believing in the reality of the phenomena. Had Scully's source not been the con man of Silas Newton, had he had additional sources and had anything verified, I think his story would have XX the UFO phenomenon. What we're hoping is, based on our meticulous XX and the fact that we name names, like Arthur Exon, and we can demonstrate that Arthur Exon is exactly who he says he is, we've got a biography from the Air Force that talks about him, there's a book out called *Air Force Bases*, that has a list of every active Air Force Base in September of 1982, it also mentions all the Base Commanders, and Arthur Exon's name is right there as the Base Commander from Wright Patterson Air Force Base. We have verified people like General Exon, and I think we can turn this whole thing around if we're all very careful in what we do. We don't leap into the wild eyed fanaticism as sometimes happens, but we're very meticulous in our research, I think we can turn the whole thing around.

J.S.: Kevin, I want to thank you for spending an hour or so with us.

R: Oh, glad to do it. I think its an opportunity to share some of our information with XX, and I might have said something that will XX something that one of you guys know, so you can go out and add another piece to the puzzle. Because that's what we really need. Everybody needs to be working on this to get as much information out as we possibly can.

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TODAY!

UFO CASES, METEORS OR MYSTERY?

Editor's Note: The following cases were taken from the PASU DATA EXCHANGE Newsletter August/September 1991 issue. The following cases have similar characteristics of Unidentifieds recently reported over New Jersey. We wish to thank Stan Gordon and the Pennsylvania Association for the Study of the Unexplained in participating in a data exchange program.

1991

January 14About 25 miles south east of Pittsburgh, a commercial pilot reported seeing a bronze colored rectangular shaped object at an attitude of 7,000 feet. The sighting occurred about 8:30 a.m.

Rectangular objects were seen over New Jersey in September (Teterboro) and October (Medford) of 1990. Sightings covered in the November/December 1990; January/February 1991, and September - December 1991 editions of The New Jersey Chronicle.

February 4Reeders, Pa (Monroe County). Several witnesses in this rural community observed several huge, rectangular shaped objects that were moving at a very slow speed, and were no more than 200 feet above the ground. The objects were completely silent, and blocked out the stars as they passed overhead. The objects were observed over a three hour period between 7:45 and 10:45 p.m. The objects were estimated to be about 300 feet in length, with rows of white and yellow lights, as well as red lights mainly in the center area.

February 28....East Stroudsburg, Pa. At 8:00 P.M. residents reported to authorities that they had observed a big ball of fire moving across the sky. Some people claimed to have heard a crash, smelled smoke, and saw flames, and thought that an aircraft had gone down. A search of the area by fire and police officers found no evidence of a crash and no aircraft were missing. *(Similar characteristics of object seen over Lower Alloways Creek Township in April of this year. Covered in the May/June ; July /August issues of The New Jersey Chronicle.*

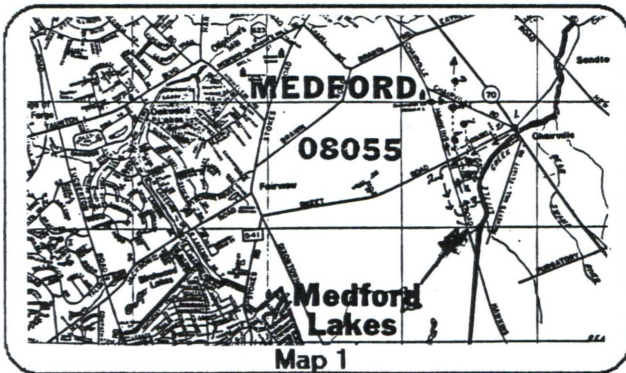


INVESTIGATIVE REPORTS

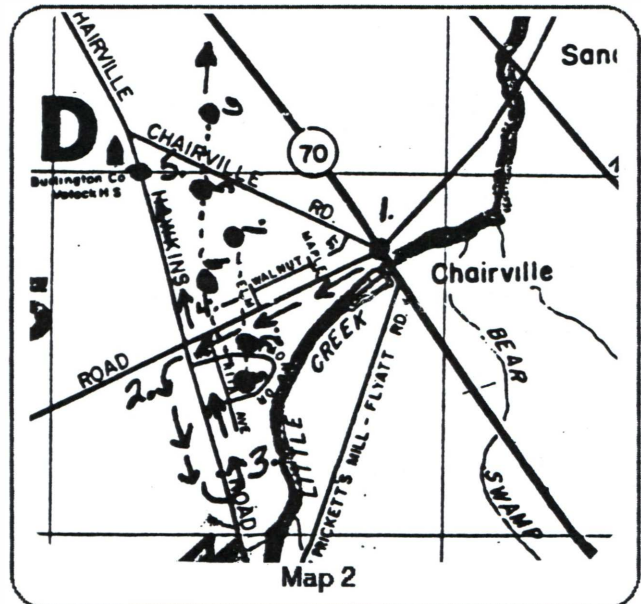
"Rectangular UFO" continued from page 1

sides that were visible to him. The object seemed to be tumbling through the air at a rate of thirty revolutions per minute. The witness felt that the object might have been a weather device when he first noticed it, but quickly ruled that idea out after watching it for a few seconds. The witness stated that the object was four times as long as it was wide and appeared as wide as a dime placed at arm's length. The witness did not observe any vapor or exhaust trail nor hear any noise emanating from the object.

The witness watched the object move from right to left while stopped at a stop sign. (Please refer to Map #2 of blowup of sighting area) The object's speed was similar to a small single engine aircraft. When the witness proceeded across the intersection, he kept the object in sight until a large grove of trees on his left blocked his view of the object. The witness proceeded on Skeet Road, made a left on Hawkins Road to try to find the object. The witness proceeded on Skeet Road, made a left on Hawkins Road to try to find the object. He proceeded down the road for approximately half a mile, but did not regain sight of the object. Making a U-turn, he regained sight of the object 500 yards from the intersection of Skeet Road and Hawkins Road. The object was now on his right hand side, appearing much closer than before. The witness felt it was 500 to 1000 feet away. The object had also reversed course by 180 degrees. Proceeding through the intersection, he again lost sight of the object behind a grove of trees. The witness regained sight of the object less than 1000 feet away in front of the J.K.Ossie Vocational Technical School. The witness pulled onto the shoulder of the road and exited his vehicle.



The Medford and surrounding area, Rt 70 shown.



The object's directional movements are shown.

The witness estimated that the object was three times higher in the sky than the telephone poles (during the investigation the distance of the telephone poles to the witness were measured at 420 yards by investigators). He continued to watch the object until it moved below the horizon. Duration of the sighting was estimated at five minutes. The witness stated that he observed a searchlight in the distance in the East after the sighting had concluded.

Witness called me within a week after the sighting to tell me what he had seen. I asked if he would be willing to be interviewed, and he consented. A delay in investigation was encountered due to the witness's heavy class schedule. In the interim, *The New Jersey Chronicle* (Volume 1, Number 2; November/December 1990) published an article that described an object that seemed to be the same type of object that the witness had observed. A more complete description was published in *The New Jersey Chronicle* (Volume 1, Number 3; January/February 1991).

THE INVESTIGATION

The investigation was begun on May 11, 1991 at the Moorestown Library. Checks were made of the weather conditions on the date of the sighting utilizing the conditions

continued on next page

continued from preceding page

tions recorded by the Department of Public works in Moorsetown (approximately nine miles to the Northwest of the sighting location). The following weather conditions were recorded at 6:00 PM EST:

Partly Cloudy skies; 59% Relative Humidity

No trace of rain for the day

High Temp: 85F Low Temp: 67F

Wind Variable at 9 MPH; Barometer 30.03 and falling

These conditions seem to be consistent with what the witness has stated.

Sky conditions were culled from several newspapers and textbooks

Sunset was at 6:32PM, Moonrise was 10:25 PM. Saturn was in the South in Sagittarius at magnitude (0.05) at dusk. Mars rose in the East at approximately 8:00 PM; Jupiter (-2.1) was in the East rising after 12:00 AM. The moon was entering the last quarter on October 10. Sirius rose in the East at 1:00 AM and the Draconid meteor shower was in progress in the NW.

The astronomical conditions on the night in question show that all major IFO caused can be ruled out, all bright stars and planets being too low in the sky, too dim, or rising too late in the night to be possible explanations. The Draconid meteor shower was in progress on the date of the sighting, but the duration, size, and flight characteristics (reversing direction) tend to rule out a fireball or meteor as a possible explanation.

The witness's credibility is high. I have known the witness seven years. The witness did not try to elaborate on the story when asked for details that he could not supply. His story remained consistent with no irregularities in content.

Checks were made with Medford Police, looking for any reports that may have been received. No information was found concerning the sighting. Checks were also made at the two closest airports; the Flying W Airport, which is approximately 1.75 miles to the north of the sighting (airport not shown on map) and the Red Lion Airport, two miles to the East.

Neither airport has any radar and operate on a visual basis only; no leads were found. Having exhausted all other explanations, and being aware of a very similar object seen behaving similarly the month before in northern New Jersey, I feel that his object must be labeled unidentified.

Timothy Mark Jones

Close Encounter On Route 78 in Somerset County

BACKGROUND

This UFO sighting occurred on 20 July 1991, it was reported to the *National UFO Reporting Center*, then transmitted to MUFON headquarters in Texas. The initial telephone interview was conducted by Sue Van Sloten, Northern New Jersey Assistant State Director on 24 July 1991. The report was forwarded to myself for investigation, unfortunately the follow-up did not occur until 15 September 1991. Paul Ferrughelli.

THE ENCOUNTER

On 20 July 1991, early Sunday morning at 1:45 am, "Steve" was driving on RT. 78 westbound near Watchung, NJ. His destination was a friends house. Steve was driving in the right lane of the highway, as he came out of a bend in the road there was something ahead to the right side. Steve thought it was a piece of construction equipment "Hanging" in the air. Steve slowed down and realized this object was about (100) feet away from him, and was hovering about (50) feet off the ground. The object resembled the the shape of a cake, with a length of about (75 to 150) feet, and a height of about (30-40) feet. Steve stated the object was grayish/white silvery in color with a dull mat finish and felt a "Stillness" around him during the sighting. The object gave off a light, emanating around the edges of the object.

As Steve was coasting almost to a stop, the object suddenly stopped spinning, pulled-up and disappeared, it started shrinking then vanished. The entire event lasted about (30 to 60) second in duration.

Steve stated that he was always skeptical about UFO's, yet felt some how chosen to observe this object. He also felt afraid of the experience but not threatened.

Steve did not experience any physical effects, electromagnetic effects, or altered time effects during the event.

INVESTIGATION

As of 30 September 1991, three attempts have been made to conduct a on-site investigation with Steve. On all occasions, his work schedule caused a cancellation for this investigation. The UFO sighting Questionnaire - Form 1, has been mailed to Steve, and a follow up on-site investigation will be attempted.

HUDSON VALLEY SPOOK PLANES

By Robert J. Durant

The Hudson Valley UFO wave of 1983-4 ranks with the Belgian wave of 1990 as the best series of UFO cases on record. For a detailed account, see *Night Siege* by Philip Imbrogno, Bob Pratt and J. Allan Hynek, available from Imbrogno for \$10 at P.O. Box 4218, Greenwich, Connecticut, 06830.

Most of the thousands of reports described huge objects shaped like a boomerang, with the leading edges outlined by lights of various colors. The sightings were remarkable in that they averaged 15 minutes in duration, the object(s) were seen literally at rooftop level, and multiple witnesses were the rule rather than the exception.

One persistent debunking rumor has been to the effect that the UFO was a hoax concocted by a small group of pilots flying in formation and carrying brilliant lights. In fact, this was tried on several occasions, but witnesses quickly identified the hoax as dramatically different from the real thing. And thanks to Imbrogno, the hoaxers got into instant hot water with the FAA and the State Police.

The press, the FAA and the various police departments in the area knew that the hoax was simply ridiculous as an explanation for the multitude of reports that preceded (and desperation, given some credence to it as "the other side of the story." In a recent issue of *Scientific American* knee-jerk debunker Philip Klass writes off the Hudson Valley episode as an example of how a simple hoax can fool thousands of otherwise sensible citizens!

Those familiar with aviation know that formation flying is a difficult skill to learn, even with relatively stable airplanes. Night formation is especially tricky, and the military pros treat this feat as something quite special. There are various other practical and legal reasons why persistent, large scale night formation flying by amateurs is really out of the question.

A single piston engine makes a roar, and six or seven light airplane engines in concert would be unmistakable to all but the totally deaf. Yet the thousands of witnesses to the Hudson Valley TRUFOs very rarely heard more than a faint hum, and that only when the object was overhead.

A more serious problem exists with the Hudson Valley enigma, and that is the appearance of formations of light, single engine prop military airplanes in the area beginning some time after the big waves of "boomerang" sightings. Imbrogno thinks these airplanes may be trying to fake a UFO, and has made extensive but unsuccessful attempts to locate their home base. The CIA is one of Imbrogno's suspects.

The hobby flier explanation does not make sense, but the idea of military pilots at least injects a bit of plausibility to the scenario. With this in mind, I wrote to a friend who was stationed at Stewart AFB in Newburgh, New York and asked his opinion. It included an article written by Imbrogno summarizing the Hudson Valley waves and citing the appearance of military light planes. One new twist on the light airplane theory was the rumored existence of a muffled engine!

My friend was the Commanding Officer of Stewart AFB during part of the "wave" period, so I thought his input would be particularly valuable. Here is his reply:

"This is to respond to your interesting letter and magazine piece regarding UFOs in the Hudson Valley, mid 1980s.

"I was at Stewart from sometime in 1981 (when we relocated our Air National Guard unit from Westchester Airport) until 1985. During that time frame, we gradually transitioned from the O-2A forward air controller mission to C-5As (some change!)* We did fly extensively from Stewart on ANG training sorties in O-2s, from '81 to sometime in '83 or '84, when they were phased out.

"The Air Force O-2 was very close to the off-the-shelf civilian Cessna Skymaster, two 220 hp Lycoming engines, not turbocharged in the Air Force model. Far from being "muffled" in any way, the engines were somewhat noisy. We did fly in formation on occasion, 2 or 4 airplanes, usually on the way to a target range off Cape Cod where we practiced firing marking rockets. We seldom did anything "tactical" at night, and whatever

continued on page 13

"Hudson Valley" continued from page 12

we engaged in would not provide an explanation for the reported items in the magazine article.

"The reference to "psychological warfare" with the O-2s is explained by an early part of the airplane's forward air controller Viet Nam mission. I understand that the Air Force used to put loud speakers in the aircraft and fly over villages seeking the hearts and minds of the populace. The practice was discontinued, I believe, when a number of the aircraft were shot down.**

"Now, what do you suppose could account for a 747-sized UFO flying along between Danbury and Newburgh, in the vicinity of I-84?..."

It is fair to conclude that Stewart AFB was not the center from which a squadron of phony UFOs was launched, and that the O-2 aircraft flown by my friend was not in any way involved in the wave. On the other hand, the existence in federal hands (plug in your favorite three-letter agency) of a small, maneuverable airplane that is muffled...makes for fascinating speculation.

* The O-2 is the smallest airplane in the Air Force inventory, and the C-5 is the largest, indeed, the largest airplane in existence, thus making for a remarkable transition for my correspondent and his fellow pilots.

** The "psych warfare" O-2 had mufflers installed, like automobiles, but unlike any other airplane.



This stamp, part of a commemorative sheetlet from Sierra Leone, has been advertised as a terrific investment opportunity. But that might only be true if the "Face on Mars" is a genuine alien monument — something most scientists consider unlikely! Courtesy George G. Young.

A GET-RICH-QUICK STAMP?

The following article appeared in the June 1991 issue of Sky & Telescope Magazine. The Chronicle would like to thank subscriber, Jerry Ciparis of Monmouth Junction, New Jersey for clipping and forwarding it.

The famous "Face on Mars" is a striking pattern of light and shadow cast by hills in the red planet's Cydonia region. However, some persons have interpreted it as a sculpture carved by Martians. As such, this ghostly image features prominently and often in supermarket tabloids, along with groundless claims that similar faces have been found under the antarctic ice cap as well as on the Moon, Venus, and Neptune!

The Martian face now also appears on a commemorative sheetlet, which is part of a series of 37 space stamps issued by the west African country of Sierra Leone. The sheetlet is currently being sold for about \$135 and has been advertised as an excellent investment. (See photo of stamp taken from sheetlet bottom left)

Editor Michael Laurence of *Linn's Stamp News* disagrees. In an article discussing long term philatelic investments, he noted that the set is touted as one that will be worth more than \$10,000 — just as soon as scientists prove that the face really is an alien monument. According to Laurence, financial disappointment is "the likely reward in store for anyone who expects speculative profit from this overpriced and highly manipulated stamp set."

Laurence told *Sky & Telescope* that after his article appeared he was "deluged by hate mail accusing me of being narrow-minded." Letters and telephone calls came from many person who had bought the sheetlet as an investment and later heard of his negative comments.

Interestingly, it was hard to find a copy or illustration of the stamp or sheetlet to reproduce, few traditional stamp collectors buy this sort of material. One reason may be that the set is one of a handful of new issues blacklisted by a Swiss-based group of international philatelic organizations. Even the companies that produced and initially distributed the stamps were all unable to help. Finally, the American Topical Association's astronomy study unit provided an example.



— UPDATE —

By Paul Ferrugelli

UFO DATA: A HISTORICAL PERSPECTIVE

Project Bluebook was to be considered the government's "Benchmark", or best effort relating to the analysis of UFO sightings. It encompassed the so-called investigation of 10,147 sightings from 1947 thru 1965. The Bluebook staff released *Project Bluebook Special Report Number 14*, dated July 1966, Third Edition. According to a few individuals involved with Bluebook, the data was skewed to illustrate the "insufficient data" and the "Hoax" type UFO reports. Oddly enough LESS than 1% of the Bluebook cases were classified as hoaxes.

The initial quantity of "Unknown" in the Bluebook Report were 646 Sightings, then through a Conditioned Reduction Process ONLY 12 sighting were TRUE UFO reports. This means only 0.12% or one tenth of one percent were classified as Unknown Sightings. The conclusions of Bluebook stated, UFO's were nothing more than misinterpretation of natural phenomena or objects, mild mass hysteria and hoaxes.

Some eleven years after Special Report No. 14 was released the late, Dr. J. Allen Hynek wrote a book entitled, *The Hynek UFO Report*. (1977, Dell Publishing Company, New York.) Dr. Hynek evaluated some 13,134 UFO sightings in the Bluebook files from 1947 thru 1969. The revised quantity of UNKNOWNs according to Dr. Hynek was 640 sightings or 4.9%, actually a little less than the Bluebook Findings. (Refer to Figure 1 for the breakdown of the IPO's or KNOWNs that were reported as UFO's.)

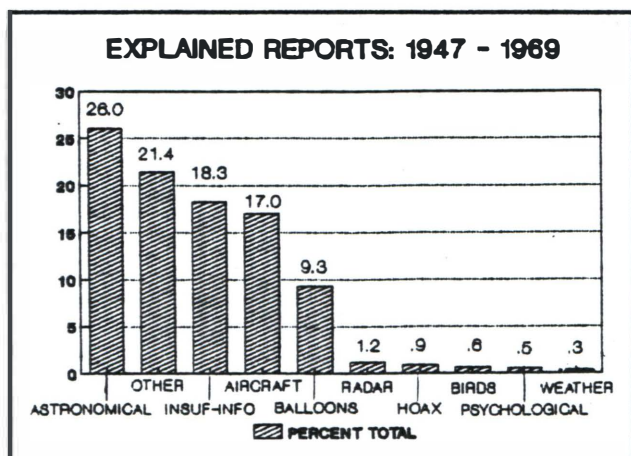


Figure 1

What is unusual here is that 40% were "insufficient info" or "other", with hoaxes as part of the "others". The insufficient info group, claims information was missing from the witnesses account, therefore the report was not valid.

Another uncomfortable piece of data is the fact that 26% of ALL sightings were astronomical explanations. Surely a shooting star or meteor in the year 1900 was the same in 1947 or 1969. Why would the average intelligent person relate a meteor or shooting star to a UFO??

Dr. Hynek's statistical analysis was simply fantastic in its approach, very clear, concise and to the point. His analysis basically stated that the UFO phenomena was a constant phenomena, occurring at ALL times of the year. He could not explain the FLAPS that occurred in 1952, 1957, 1967 and 1973. The one single fact that Hynek acknowledged was the mathematical interpretation of the tests on the UFO data. It indicated that the chance that the unknowns were the same as the knowns was less than one in a billion!!! Now, that is a none impressive statistic, which is based on the following six characteristics; color, duration of observation, number of objects, brightness, shape and speed.

COMPARISONS

What is important here is to look at the changes in the data over the past 44 years. To detect which characteristics have changed or unchanged. It should be stated that the comparison data used in raw data which contains both investigated reports and uninvestigated reports. This is NOT to say that the uninvestigated reports are unreliable data, simply a UFO investigator has not investigated the case.

STATE COMPARISONS

We will look at the two time periods, 1947 thru 1969 as compared to 1986 thru 1990 (Refer to figure 2). The state data has changed significantly with respect to the distribution of UFO sightings. This is probably due to very efficient reporting areas in the USA, mainly Indian which is the main data source for the data today. Florida is an example of a localized mini-flap and it's effect on data reporting. The town of Gulf Breeze, Florida reported 92 sightings which represent 9.6% of all reported sighting from 1986 thru 1990. However, a closer look at the remaining data is intriguing, Texas and New Mexico were ranked second and third between 1947 and 1969 but dropped out completely from the rankings between 1986 and 1990. New Mexico is the location of the famous Roswell crash case, and today is undergoing intense investigations. Overall, Dr. Hynek stated the where of UFO sightings was not related to population density, only to the general regions of the country.

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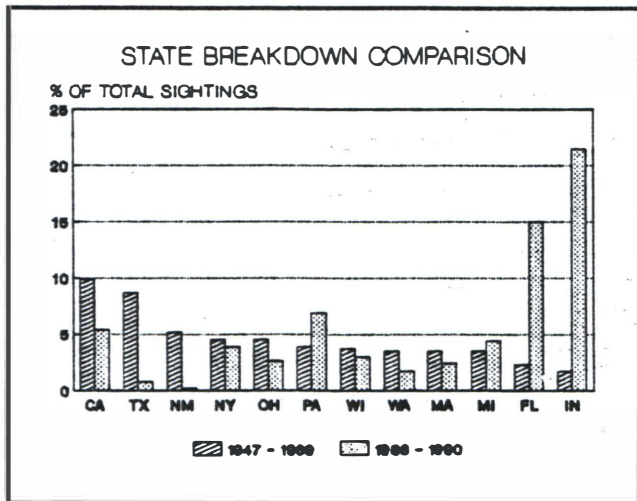


Figure 2

HYNEK CLASS COMPARISON

We observe a huge reduction in daylight disc reports along with large increase in nocturnal light sightings today. What happened to those high profile UFO sightings around the world in broad daylight, many over large cities and over nations capitols? Could there be a link to the fact that the close encounter reports have increased over 70% today? The high strangeness reports have also increased through the years, abduction reports, increased contactee reports and channeling related reports. According to Dr. Hynek, the high strangeness reports never made to bluebook, they were either solved immediately or place into a different category (Refer to figure 3 below).

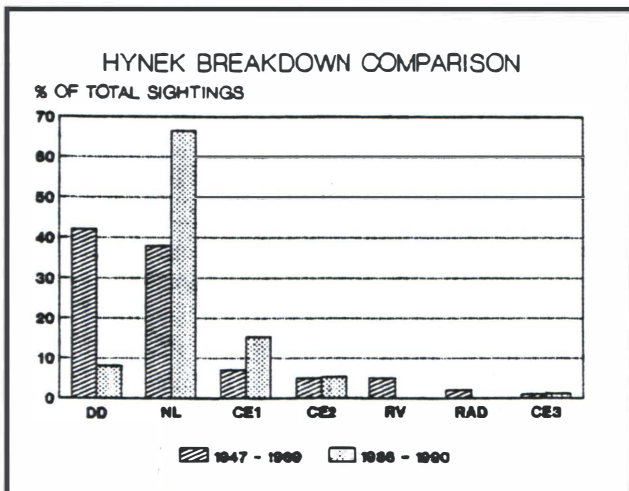


Figure 3

Today we are experiencing unusual ground traces or unusual crop circles which are drawing serious media attention. These type reports which are not part of Figure 2 now, represent 2% of today's reports; it should be noted these reports may or may not involve a UFO sighting.

In summary, here is a phenomena occurring mostly at night, coming closer to people, involving higher strangeness, and displaying low profile type fly-bys.

MONTHLY COMPARISONS

Dr. Hynek's analysis of the 640 unknown UFO sightings shows a somewhat large variance of the sightings over the 12 months. The exception here is a "roll off" of sightings in the winter months. However, when looking at the 1986-1990 data on 954 raw sighting reports the distributions change significantly (See figure 4). October, March, January and August are the top four months representing a month for each SEASON. Unlike the Bluebook data, the summer months were NOT the peak months for sightings.

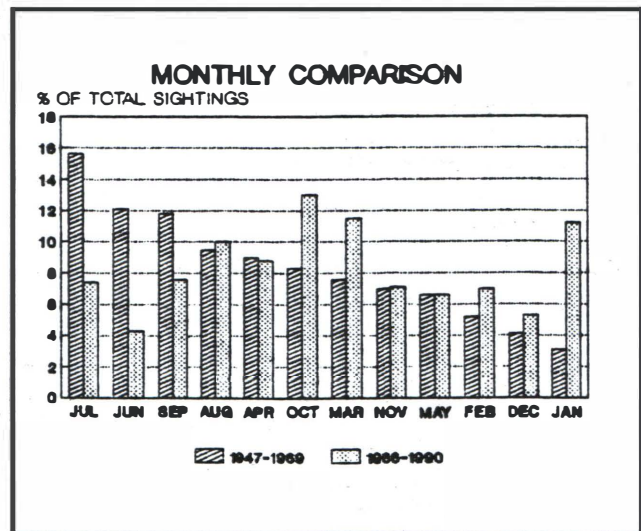


Figure 4

As Dr. Hynek stated the phenomena is probably a constant, yet it is the observation and reporting of the phenomena that changes.

DURATION COMPARISONS

This data was extracted from Special Report No. 14, Third Edition, July 1966 for the 1947-1952 period. The two classes that display significant variance, are the sightings less than one minute in duration and the sightings where the duration was not stated. What is interesting, is the remaining duration classes appear to be on track with one another. (See Figure 5, Duration comparison graph.)

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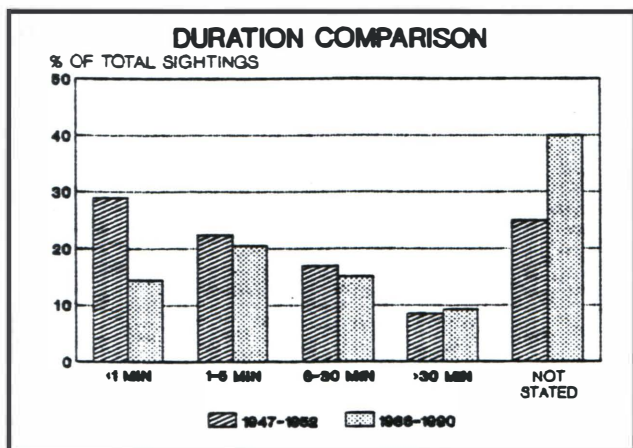


Figure 5

Many raw UFO sightings are explained as a short duration natural phenomena, such as meteors, fireballs, etc. Yet, today's data when compared to previous data, does not support this claim. At the same time 40% of the sightings today do not state the duration of the report. This is logical since many sightings are extracted from periodicals, newsclippings, and other publications.

OTHER CHARACTERISTICS

The following graphs display the characteristics of the UNKNOWN and the KNOWN from 1947 thru 1952. The data used was extracted from Special Report No.14

Figure 6 displays the color of the show a large variance. A sample of the current data from 1986-1990 was observed for color, in order; RED, WHITE, ORANGE & METALLIC were the leading colors. It should be noted that this is color of both lights and objects. When observing only, METALLIC is the leading color; and when observing lights only, RED is the leading color. Today's data show a different rank in the color descriptions of UFO'S.

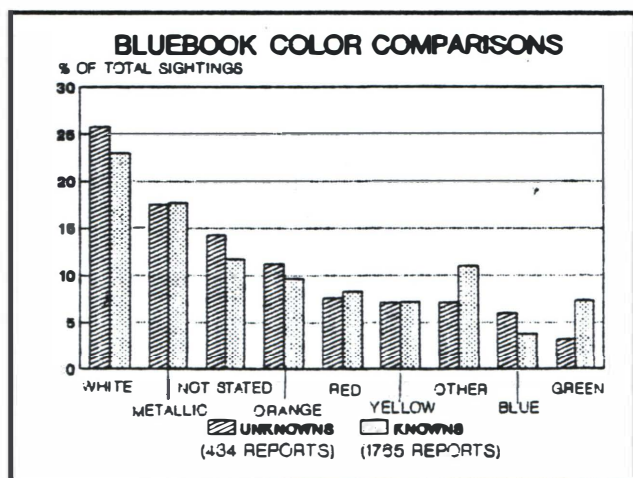


Figure 6

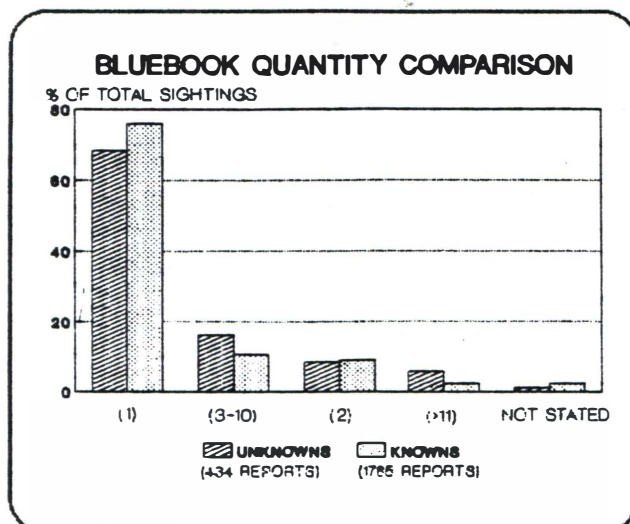


Figure 7

Figure 7 displays the quantity of objects reported, as can be seen, one single object is the leading quantity. A sample of the current data shows by a large margin, that the statistic today is the large reduction of "UFO FLEETS" OR "UFO FORMATIONS" type reports, where large quantities are reported together.

OBSERVATION: What can be observed today is a large reduction of daytime UFO sightings, a substantial increase in close encounter reports, long duration sightings, and occurring during nighttime visibility. Today there is an absence of daylight discs, including "Cloud Clear" "Flame" type reports, and "Falling Leaf" UFO's. If the UFO phenomena was Natural Type Phenomena, why has it's characteristics changed? How could a natural type phenomena be dynamic in nature and appearance? The UFO data has changed over the years, it appears to be dynamic in nature. The phenomena displays an elusiveness unique to itself. The when, where, how many, how long, color, time, etc., will always change, not due to the rational witness who is observing or experiencing it!

NATIONAL SIGHTING YEARBOOK 1990 COMPLETED AND NOW AVAILABLE

The *National Sighting Yearbook - 1990* is now complete. The 1990 Annual Report contains data and analysis on over 995 UFO sightings reported in the United States from 1986 through 1990 and is forty nine pages in length. This year's report contains national and state maps, special articles with statistical analysis, graphic summaries, and a complete listing of Close Encounter UFO sightings from 1986 - 1990. The yearbook is available for \$6.50 or data exchange program. Please address all correspondence to: NSCR - C/O Paul Ferrughelli, 60 Allen Drive, Wayne, N.J. 07470.

NEW INFORMATION ON THE SPITZBERGEN SAUCER CRASH

By William L. Moore

(Editors Note: The Chronicle would like to thank William L. Moore and the Fair Witness Project Inc., for their permission to reprint the below article. This article originally appeared in Volume 5, Issues 10-11-12 of the Quarterly Newsletter of the Fair Witness Project Inc., 4219 W. Olive Avenue, Suite 247 Burbank, California and was published on December 31, 1990.

Ever since the early 1950's, stories and rumors have circulated about the supposed crash of a flying saucer-type object on the remote island of Spitzbergen in the Norwegian arctic. The origin of these can ultimately be traced back to articles which appeared in several german-language newspapers beginning in the early summer of 1952, and to a very bizarre piece published by well-known columnist Dorothy Kilgallen while on a visit to England in the spring of 1955. Since the various accounts contain considerable conflicting and contradictory information and since no one to date has been able to trace the threads of the story much beyond the newspaper accounts themselves, most researchers have been inclined to dismiss the story as the product of European post-war hysteria. Others, citing a presumably authoritative rehash of the affair published by well-known radio commentator and author Frank Edwards in his 1965 book *Flying Saucers: Serious Business*, continued to gather data on the theory that here just might be something to it.

The gist of the story is that a pilot or pilots of the Norwegian Air Force discovered the wreckage of a large flying saucer while flying a mission over the barren, glacier-covered Spitzbergen Islands sometime before mid-1952. The site was then visited by a team of British, American and Norwegian scientists and military brass, who supervised the recovery of the wreckage and its removal to either Norway proper or Britain for further study. Some accounts claim the object had been jet-powered and was possibly of Nazi German manufacture; while other speak of Russian-like symbols allegedly written on its side and on an interior control panel. Still other claim it was clearly extraterrestrial in nature, that it was made of an unknown metal, and that the severely burned corpses of seven 4-1/2' humanoids were found inside.

Some even go so far as to cite passages from a supposed scientific report allegedly prepared by Dr. H.L.Loberg, who is purported to have been a respected Norwegian scientist. Unfortunately, no one has never been able to confirm that such an individual ever existed.

During a trip to France in the spring of 1989, well-known and genuinely respected author and researcher M. Jean Sider (*Ultra Top Secret, Ile-Russe*, France: Editions Axis Mundi, 1990) provide me with what appears to be the final answer to this nearly 40 year old mystery.

The following is my translation of an article which appeared in the October 15, 1954 edition of the obscure french-language daily *Le Lorrain*, published in Nancy, a city in the Moselle region. I have edited for brevity:

"The Mystery of the Flying Saucers
According to the Swiss, the first saucer flew from Prague, in 1945 and Exploded over Spitzbergen".

"In the wake of the uproar caused by the reappearance of flying saucers over Switzerland, we have just learned that the (Swiss) Territorial Air Defense (D.A.T.) has had the subject under study for the past five years and has finally published their results...

"For the D.A.T., flying saucer exist...for no other reason that the fact that they are technologically possible and the very first one took off from Prague (Czechoslovakia) on February 14, 1945.

"This saucer, known as a "disco-craft" or "lenticular aerodyne" was the work of the German engineer Meithe. At the same time, a second but similar-type craft was under construction at Breslau under the supervision of two other German engineers, Habermohl and Schriever. Corroborative evidence of this can be found in declarations on the subject of both of these craft made by the engineer Klein, who was one of the collaborators of former Nazi Armaments Minister Speer."

"Meithe, who fled to the U.S. after the war, is known to having collaborated on the V-2 rocket project. Habermohl has since disappeared but is believed to be in the Soviet Union. Schriever remained in Germany where he died last year at Breslau. The principle of the flying saucer is a relatively simple principle of physics - if one creates a sufficiently powerful wind underneath a dish, the dish will rise and remain immobile in the air while

continued on page 18

"SpitzbergenCrash" continued from page 17

spinning on its axis. To control the motion of the disk, it is necessary only to tilt the blast of wind in any given direction...."

"In reality, these German saucers were designed to be remotely controlled by radio signals, and were equipped with an automatic self-destruct mechanism...It would be incorrect to say, however, that no remains of these devices was ever recovered."

"The lenticular aerodyne of Melthe had a range of 1,200 kilometers (about 700 miles) and was so constructed as to return to its point of departure (after completion of its mission), however It never came back and its remains were recovered from (the island of) Spitzbergen by Canadian commandos...Other debris (from similar devices) was recovered in Bavaria in 1948 and on the island of Bornholm in 1951..."

"Of what use might such a flying saucer be?...According to the D.A.T. report, its primary use would be as a first-rate (unmanned) reconnaissance aircraft. Its ability to return to its point of departure would make it the best and most rapid means of obtaining information, by means of photographs, of enemy troop movements and even...of the presence of radioactive clouds."

This is truly fascinating material. While stories and rumors of these German flying disks have long been of interest to UFO researchers, this is the first time I or any of my colleagues have ever heard of an official Swiss report on the subject, or of the existence of official documents indicating that the Spitzbergen wreckage was actually from such a device. Accordingly, efforts have been underway for more than a year to try to obtain a copy of the original report from the Swiss government. So far, no success, but such things take time. Meanwhile, this account remains the best and most authoritative explanation I've heard so far for the Spitzbergen saucer crash rumors.

Editor's Note: What follows is a pre-publication PR notice of an upcoming book by William L. Moore, et al; to be published in January.

We were asked to; and have included it in this issue as a professional courtesy to Bill Moore and The Fair-Witness Project of Burbank, California. The inclusion of this PR piece in THE CHRONICLE does not represent an endorsement of any kind of the subject material presented in the book and does not necessarily reflect the viewpoints of the editor, staff or membership of the New Jersey Mutual UFO network.

ANNOUNCING

THE SCIENTIST, THE GOVERNMENT & UFOs PERSONAL RECOLLECTIONS OF THE PAUL BENNEWITZ AFFAIR A CASE STUDY IN DISINFORMATION

By William L. Moore, Jaime H. Shandera and
Richard C. Doty

ANTICIPATED PUBLICATION DATE:
JANUARY 30, 1992

Government cover-up; disinformation; UFO abductions; alien underground bases; secret treaties with extraterrestrials; plots to take over and enslave Earth; Dulce, New Mexico; Groom Lake/Area 51, Nevada; strange goings-on at Kirtland AFB; secret agents; covert operations; mysterious radio transmissions; grey aliens; blond aliens; and much, much more! It's all part of one of the most fantastic stories you will ever read.

When Bill Moore told only a small part of this story at the 1989 MUFON Conference in Las Vegas, it created an uproar that continues to this day. Since that time, rumors, allegations, accusations, claims and counter-claims have flown around the UFO grape-vine to such an extent that no one knows what to believe. Now writer William Moore, producer-director Jaime Shandera, and ex-Special Agent of USAF's Officer of Special Investigations Richard Doty, three of those most in a position to know what really happened and what the government's real involvement was, have decided to tell their tale. *The Scientist, the Government and UFOs: Personal Recollections of the Paul Bennewitz Affair* goes to the very heart of the government's involvement with UFOs. It's a straightforward, upsetting and revealing story that's going to raise a lot of eyebrows. If you thought the controversy was about to blow over, read this and think again!

If you are interested in purchasing the above book, the pre-publication price (good through 1/30/92) is \$15.00 postpaid. Price after publication will be \$16.95 plus an additional \$2.00 to cover postage and handling.

For more information or to order write:

The Fair-Witness Project
4219 W. Olive Avenue #247
Burbank, California 91505.



THE BOOK RACK

'DOOMSDAY CONSPIRACY' Unusual Plot for Sheldon

The Domsday Conspiracy by Sidney Sheldon,
William Morrow Co., \$22, 412 pp.

By Beth Solomon
Book Editor
Arkansas Democrat
Little Rock, Arkansas



A theory that's been floating around for several years now touts the idea that extra terrestrials have visited Earth. Some say they have landed here only to be spirited away by the government and defense department for study.

Sidney Sheldon takes that scenario and runs with it in his latest thriller "The Domsday Conspiracy".

It'll be a disconcerting topic for fans of Sheldon, who usually uses more down-to-earth plots like government or Hollywood intrigues or family power struggles. Sheldon himself must have been a bit wary of the change because he includes a lengthy author's note at the end of the book explaining his research and real incidents of possible UFOs.

Topic aside, the novel is unmistakably Sheldon. In fact, it follows a fairly similar pattern to his "Windmills of the Gods". Just like in that tale of international government intrigue, Sheldon includes an international committee of powerful officials dictating events and uses code name to protect their identities:

"His code name was Janus. He was addressing 12 men in the heavily guarded room of a military compound. 'As you have all been informed, Operation Domsday has been activated. There are a number of witnesses who must be found as quickly and quietly as possible. We are not able to attempt to track them down through regular security channels because of the danger of a leak.'"

Commander Robert Bellamy, a Naval Intelligence officer, is chosen for the task and thus drawn into a deadly scheme without knowing why or what's involved. The first two-thirds of the book are filled mostly with in tracking down 10 unidentified witnesses who saw an actual UFO crash in Switzerland. The hunt seems disappoint

ingly pat-lacking Sheldon's usual finesse-because he finds them one at a time, each one linking him to another. Each time he find a witness, he reports it to the general who assigned the job. It's only after he completes the assignment that he decides to clear up a matter of confusion and finds that each of the witnesses have conveniently died or been killed. And he knows he's next. Then the action really heats up as he attempts to evade Interpol and the security agency of every country in the world:

"He had his answer now. They intended to kill him. 'They're not going to find it easy.' He was the hunted now instead of the hunter, but he had one big advantage. They had trained him well. He know all their techniques, their strengths and weaknesses, and he intended to use that knowledge to stop them."

The climax holds some surprises, but other details - some major - are easy to figure out pages in advance. That, too, is unusual for Sheldon novels.

Sheldon throws some interesting thoughts along the way. For example, the Strategic Defense Initiative (Star Wars), as one character tells Bellamy, "was not created to fight the Russians. It is being designed for the specific purpose of knocking down UFOs. It's the only chance there is of stopping them."

Sheldon also makes scattered references to environmental destruction and what the future holds unless Earthlings clean up their act.

Sheldon's commercial success with the likes of "The Other Side of Midnight", "Rage of Angels," "If Tomorrow Comes," "Master of the Game" and others attest to the fact that the author knows how to construct a page-turner. And that overrides the weaknesses in "The Domsday Conspiracy".

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All times Eastern Standard or
Daylight



AN INSIDE VIEW....

By Tom Benson

THE NEW HAMPSHIRE MUFON UFO CONFERENCE THE UNINVITED - ALIEN ENCOUNTERS SEPTEMBER 29, 1991

New Jersey MUFON members were among the over 200 people attending the first New Hampshire MUFON UFO Conference. This conference was dedicated to the 30 year anniversary of the Betty and Barney Hill UFO abduction case. The site of the conference was the Yokens Convention Center located nearby the picturesque and historic town of Portsmouth, New Hampshire.

Speakers at the well organized and run event included: Peter R. Geremia, New Hampshire MUFON State Director (thanks Pete for a great conference), who discussed recent New Hampshire UFO reports; Dr. John Brandenburg discussing "The Solarians (us) and the Rainbow Declaration" Dr. Brandenburg is co-author of *Unusual Martian Surface Features*, Edition IV. In a discussion with him, he told me that edition IV would be the last.

Budd Hopkins discussed UFO abductions, mainly those reports involving children. Budd showed and interesting set of artist illustrated drawings designed for children to select what the entity looked like (e.g., TV movie character, alien, etc.). "Olde Trooper", Stanton Friedman discussed the Hill Star Map and the latest developments in the controversial Roswell crashed UFO case.

The final speaker of the day was Betty Hill. Betty shared her abduction experience as well as her research data. Ms. Hill said this was to be her last public lecture.



Betty Hill makes final public lecture on her abduction experience at the New Hampshire MUFON UFO Conference in Portsmouth.

My only complaint for the conference....and I'll make it again for next year's conference is that it should extend over a two day period...not one day. With the extra day, the local investigators, etc., could interact more with those from other states.

Next year New Hampshire MUFON will sponsor another UFO conference. Remember to mark September 13th on your calendar.

For those who may not know it, Portsmouth is a pleasant town to combine a vacation along with attendance at the UFO conference. Large sections of Portsmouth are historic districts, such as Strawberry Banke (est. 1630), with many houses including John Paul Jones'. Besides the numerous quaint shops and very good restaurants (the sea food is great!!), one can take boat cruises including whale watching.

I hope to see many more New Jersey MUFON members and friends attending, next years conference. For more information on next years conference write: New Hampshire MUFON, P.O. Box 453, Rye, New Hampshire 03870.

EDITOR'S NOTE: The following article originally appeared in the *COLORADO MUFON NEWS*, March/April 1991 edition. For our readership that have computers equipped with a modem, access is available through MUFONET (IEDGE 10.TXT).

AIRCRAFT LIGHTS - by Ken Spencer

Aircraft lights come in different sizes, shapes, and are used for several different purposes. When first developed, aircraft lights were designed to fulfill the same function as lights originally installed on boats or ships. A sailor observing a ship on open waters at night found it difficult to determine its direction of travel and position relative to his own. In the interest of safety, lights were located on the port side (left), starboard side (right), and one at the stern (aft or rear) end of the ship. The colors were red, green and white respectively. In this way, an individual observing from a distance could easily determine how the ship was positioned relative to his or her position and, its direction of travel. The Federal Aviation Administration (FAA) requires that aircraft have position or navigational lights configured in the same manner. Facing forward in the cockpit, one finds a green light on the right wing tip, a red light on the left wing tip and a white light on the tail. These lights are required on for all operations, ground and flight, between the official hours of sunset and sunrise.

In addition to position or navigational lights there are a variety of others on aircraft which may be of interest, to those of us investigating UFO sighting reports. Let's take a minute to look at some of them, their location on an aircraft and the situations under which they might be used. Bear in mind that as we examine these lighting systems aircraft vary in size and type of operation. We will therefore restrict our examination to the more common lighting systems associated with conventional aircraft.

Anti-collision Lights: Anti-collision lights are used primarily to assist in assuring that an aircraft is readily seen while on the ground or in flight. These lights are generally mounted in the wing tips not far from the position lights. With most airline operated aircraft, these lights are white and generally of the strobe variety. Another type of anti-collision light is red (strobe, flashing, oscillating or rotating beacon type) and located above or below the fuselage of the aircraft. These lights are generally on for all operations, ground and flight, day and night, below 18,000 feet. At night they are kept on regardless of altitude.

Landing Lights: Aircraft landing lights are used for illumination of the landing and take-off area as well as for collision avoidance in flight. Landing lights, depending on the type and size of aircraft, can be mounted in a number of locations. They can be located in the left and right leading edge of the wings, on the nose-gear strut, or in some cases, extended below the wings. These lights are generally on from take-off until the aircraft reaches 18,000 feet, or from 18,000 feet until clearing the runway after landing.

Wing Lights: In order to assist the pilot in viewing a section of the wing or engine nacelles (engine enclosures), lights are mounted in the fuselage and pointed outward in the appropriate direction. These lights would be operated by the pilot when wishing to inspect the wing section or engine in the event of an abnormal situation such as icing or structural damage.

Logo Lights: These lights are usually mounted in the horizontal stabilizer (horizontal part of the tail) and point in the direction of the vertical stabilizer (vertical part of the tail). Besides illuminating the logo, on the tail of the aircraft, pilots use logo lights as additional means of collision avoidance. Most airlines require these lights, if installed and operational, be on below 18,000 feet between sunset and sunrise.

As I indicated earlier in this article, most light configurations described here are applicable to conventional aircraft. The lighting systems may vary slightly depending on the type of aircraft, its manufacturer, and operating environment. It is hoped the information presented will serve to acquaint the investigator further, on commercial aviation, lighting practices.

DELTOID UPDATE

In the last issue of *THE CHRONICLE*, Tom Benson presented an interesting investigative study on experimental aircraft vs mis-identification of UFOs. In this study he utilized UFO sightings within the state of New Jersey as examples. Further investigation in this theory has come up with some interesting findings. Below is an illustration and text excerpt taken from an article that originally appeared in the September, 1974 issue of *POPULAR MECHANICS* entitled; **TODAY'S TECHNOLOGY MAKES IT POSSIBLE FOR THE DIRIGIBLES TO COME BACK BIGGER THAN EVER.** Makes you wonder.....

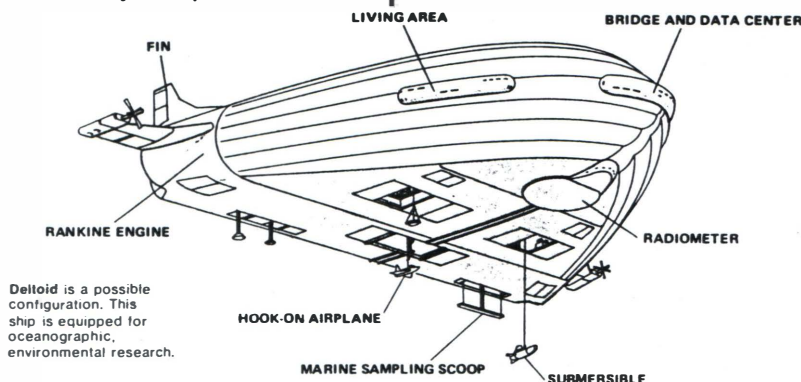
"These proponents of the updated airship are no idle dreamers but men of solid technical background. Francis Morse is an associate professor of aerospace engineering at Boston University; George J. O'Hara, a research engineer at the Naval Research Laboratory; Vladimir H. Pavlecka, a corporate technical director who helped design a famous Navy blimp; the ZMC-2;

Kurt R. Stehling, a propulsion specialist and technology advisor for Manned Undersea Activities, Office of Coastal Environment, and J. Gordon Vaeth, director of the Office of System Engineering, National Environmental Satellite Service.

In a number of recently published technical articles, they have made a good case for the rigid airship - a name they prefer to dirigible - as a passenger-cargo ship, all cargo carrier, military or scientific research ship. A modern airship, they contend, would be ideal for nuclear propulsion, which would give it virtually unlimited range.

They describe a ship with an envelope or hull ranging from 12 to 25 million cu. ft. in volume (compared with the Hindenburg's 7 million), about 1000 feet long and 300 in diameter."

"Some designers don't see the space-age dirigible as having to be in the traditional cigar shape. They envisage airships that resemble an outsized whale or that have a deltoid shape."



THE LIGHTER SIDE OF UFOLOGY

ROBOTMAN



THE INFORMATION NETWORK

We share stories and information from other newsletters from all over the country. Among them are:

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What To Do If You See A UFO

Performing as many of the following steps as possible will make your report more scientifically valuable:

1. First try to get another witness—as many other witnesses as possible.
2. If you have a camera handy, take as many pictures as possible. Don't worry about getting the perfect picture. Get as much background or foreground detail into the picture as possible as this may help in determining size and distance.
3. Do not approach the UFO. There are a number of cases on record where witnesses have suffered injuries.
4. Immediately after your sighting, note the time and make complete notes of everything you saw—all the details you can remember. Draw a sketch of what you saw. Describe the appearance, color, motion, and size of the UFO, as well as what you were thinking and feeling when you had the experience. Write down the names, addresses, and phone numbers of other witnesses.
5. Do not share stories with the other witnesses until after you have spoken to an investigator. There will be time for sharing stories later, but your un-mixed account is important.
6. If the UFO touched the ground, do what you can to protect the area—take photographs of the area to document it.

MOST IMPORTANTLY REPORT THE SIGHTING!!!

Earth Ball

"If the earth were only a few feet in diameter, floating a few feet above a field somewhere, people would come from everywhere to marvel at it. People would walk around it, marveling at its big pools of water, its little pools and the water flowing between the pools. People would marvel at the bumps on it, and the holes in it, and they would marvel at the very thin layer of gas surrounding it and the water suspended in the gas. The people would marvel at all the creatures in the water. The people would declare it sacred because it was the only one, and they would protect it so that it would not be hurt. The ball would be the greatest wonder known, and people would come to pray to it, to be healed, to gain knowledge, to know beauty and to wonder how it could be. People would love it, and defend it with their lives because they would somehow know that their life, their own roundness could be nothing without it. If the earth were only a few feet in diameter."

Author Unknown

This excerpt is from the Taft Campus Newsletter, Fall, 1989, and was quoted in the American Nature Study society Newsletter, Fall 1989, and the Cleveland County Audubon Society Newsletter, June/July, 1991. We feel the above is appropriate for this newsletter because so many of our abductees have reported that their alien contacts are greatly distressed over our pollution problems here on Earth. They want to help us as our ecological problems somehow also affect them in their existence. We are barely aware of the problems, yet very close to the end of the earth as we have known it. We need to become aware, then do what is necessary to preserve this glorious "BALL!"

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