

# UFO POTPOURRI

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## Extraordinary Sightings by Very Credible Observers

### FLYING DISCS REPORTED OVER KOREA

United Press, February 19, 1952

The Air Force disclosed today that objects resembling "flying saucers" have been sighted over Korea by crew members of two U.S. bombers. A spokesman said the objects were described by four eyewitnesses as globe-shaped, bright orange in color, and emitting an occasional flash of blue light. He indicated that several were sighted, but did not give the number.

The first report reached air force intelligence officers from two crew members of a B-29 Superfortress who said they saw the objects flying parallel to their plane about midnight on the night of January 29. The plane was over Wonsan, Korea at the time.

### AIR FORCE CLAMS UP ON FLYING DISCS

Associated Press, February 20, 1952

Air Force officers here (Tokyo) and in Korea today refused to comment on a report that B-29 bomber crewmen saw strange looking orange globes over North Korea the night of January 29.

Far East Air Force headquarters in Tokyo, which directs B-29 bomber operations in Korea, would issue no statement on the latest version of flying saucers. Asked if pilots of night fighters or B-26 light bombers had seen the objects, a 5<sup>th</sup> Air Force spokesman in Korea said:

**"To affirm or deny it would put us in the position of discussing it and we cannot discuss it."**

An air force spokesman in Washington said B-29 crewmen reported they sighted the objects over Wonsan on the Korean east coast and over Suncheon in the west central Korea.

### PILOT SPOTS FLYING SAUCER NEAR AIR FORCE HEADQUARTERS

United Press, March 27, 1952

A flying saucer has been reported almost in the backyard of the air force, the service that says the mysterious discs don't exist.

Bertram A. Totten, a veteran private pilot, said he sighted an aluminum-colored disc about 40 feet in diameter and ten feet thick yesterday while he was flying over Fairfax County, Virginia, on the outskirts of Washington. Totten, a one-time airplane inspector for the air force said he was flying at 5000 feet when he saw the saucer whirling along about 1000 feet below him. "I dived toward it," he said, "but before I could get very close it zoomed up into the overcast."

Totten said he was going about 150 miles an hour at the time. He estimated that the strange circular object was traveling "several hundred miles per hour faster." As far as he could see, the disc had no propulsion gear or controls.

#### SAUCER OUTFLIES JET OVER ELGIN

Chicago, Illinois *Herald American*, August 24, 1952

A jet pilot from O'hare Field made four passes at a "flying saucer" over Elgin Thursday night, but lost it when it blinked out. Ground observers who directed the pursuit, in which another jet pilot took part, described the "saucer" as "five times as bright as a star" until it vanished in the dark. The pursuit lasted from 11:18 to 11:48 p.m.

Capt. Everett A. Turner, operations officer of the Chicago Filter Center, said the blink-out was reported at the same time by both pilots and D.C. Scott, the center's supervisor at Elgin. Saying the "thing" was not a stranger, Scott added: "We have seen this thing five or six times the last two months, but never in the same place. Everybody thought we were seeing things until Lt. Col. Donald Armstrong came out and saw it."

Scott said the Thursday appearance was "typical" with the light first showing in the sky northeast of Elgin at 10:10 p.m. He added: "It appeared first at about 2,000 feet, flying straight. At times it rose with a great burst of speed, then it would appear to hover." Scott said the mysterious object was a "yellowish white light five times brighter than a star and about the size of an orange.

Several times, he said, it appeared to rise 5,000 feet within three minutes. Scott added: "It's like nothing I've ever seen before. It looks like a light but casts no beam. We could not pick out a silhouette on it, even with powerful binoculars."

"Turner had alerted the O'Hare jets and they came at once. So far as I know, only one gave chase. At my direction, relayed by Turner, the pilot made four passes. The first was at 10,000 feet. This seemed much too high, so I asked him to repeat at 5,000 feet. This still seemed too high, so he came over again at 3,000. He repeated again at 2,000, this time turning off his running lights. Just as he got over the mark, the thing blinked out.

The object never showed on the filter center's radar, Turner said, but added: "Radar doesn't always show all that is there. You can know, for instance, that a certain plane is in a certain spot and still the scope won't show it. Furthermore, **radar never show anything at the 2,000 foot level. It begins to pick up at about 5,000 feet.**"

#### SIGHTINGS MADE NEAR RED ISLANDS

Associated Press, January 21, 1953, from a U.S. Air Base in Northern Japan

Mysterious flying objects – "rotating clusters of red, white and green lights" – have been sighted over northern Japan by American airmen on January 29, the air force disclosed tonight.

Intelligence reports played the sightings close to Russian territory in the Kurile islands and Sakhalin. They added: "There are too many indications of the presence of something... to be considered an observation of nothing." **And they**

**discounted the possibility the sighted objects were mere "reflections of light."**

Col. Curtis R. Low, commander of the northern division of the Japan Air Defense Force, **said the flying clusters were seen by fighter pilots and ground personnel and were tracked on radar.** He released official intelligence reports on the sighting to the Associated Press.

Col. Donald J.M. Blakeslee, World War II ace and commander of an escort fighter wing, took detailed observations on one rotating cluster and tried in vain to intercept it in a jet. Blakeslee closed on the object after extinguishing all of the lights on his aircraft "to make certain he was not getting some reflection from his canopy surface. When all the lights were out, he noticed no change in the appearance or brilliance of the object and its color scheme. The object increased speed and vanished in 30 seconds. Blakeslee made a second approach, five minutes, with all lights on. This time the object disappeared in five seconds.

The same night the clusters were seen by two crew members of an F-94 interceptor for about 40 minutes, but two crew members of a B-26 bomber, for five to seven minutes, and by five different airmen on the ground. The five ground observers said the objects "were circular Ferris wheel disc types with rotational red, green and white lights."

#### FLYING SAUCERS? YES SAYS CAPTAIN, CREW AND PASSENGERS

London, England, *Daily Express*, July 1, 1954

A formation of strange objects tracked the B.O.A.C. Stratocruiser Centaurus over Labrador for 18 minutes, the airliner's captain reported yesterday.

Just another flying saucer story? Perhaps – BUT: - Captain James Howard, the 33-year-old ex-RAF pilot, was sufficiently impressed to write 800 words about it in his routine flight report. His crew of 11 saw the same objects – a large one attended by six smaller ones – and all agreed about what they saw. A dozen of the 51 passengers flying from New York to London saw the formation."

The airliner's radio flash to Goose Bay, Labrador, sent a Sabre jet fighter speeding to intercept it. As the fighter approached, the satellite objects – in the words of the first officer, Lee Boyd – "appeared to return to their base ship." Then all faded away.

It happened, said Captain Howard's report, 170 miles southwest of Goose Bay, just after sunset on Tuesday evening. For 80 miles the objects flew parallel to the Stratocruiser, "keeping station not less than five miles away." The large black object changed shape slightly from time to time. The six smaller objects did not.

Were they aircraft? Goose Bay had no reports of any in the area – except the airliner – and its radar confirmed that. Captain Howard said there were no vapor trails or lights.

Were they birds? Might explain it, said the captain, if they were birds which could fly at 274 miles an hour, at 19,000 feet, and keep formation for 80 miles.