

# UFO POTPOURRI

John Schuessler, Post Office Box 369, Morrison, CO 80465-0369  
[Schuessler@mho.net](mailto:Schuessler@mho.net)

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## Pilots See Formation Over Australia

From: The APRO Bulletin, January-February 1969

A detailed observation by two Australian pilots, Captain Gordon Smith and Captain Walter Gardin, was made August 22, 1968, as they were flying a Piper Navajo between Adelaide and Perth. The observation began at 0940 G.M.T. (1740 W.S.T.). They were cruising at 8,000 feet with a true airspeed of 195 knots, tracking 270 degrees Magnetic. They observed a formation of craft maintaining station with the Piper Navajo. The formation consisted of one large "aircraft" in the middle, "formatted to the right and left and above, were 4 to 5 smaller aircraft."

Captain Smith immediately radioed Kalgoorlie D.C.A. Communications Center asking for information about other flights. When they were there were no other flights in the area they told Kalgoorlie of their observations. "At this time we lost communication with Kalgoorlie on all frequencies," said Captain Smith. "We were getting Kalgoorlie carrier wave with no voice propagation, only rash and static. In the next 10 minutes I transmitted about 7 times and I believe Walter did about 5 times with no results. Also about this time we noticed that the main ship split into two sections still maintaining the same level, and the smaller aircraft then flew out left and right, but staying at the same level, and coming back to the main halves of the bigger ship. At this time, there appeared to be about 6 smaller aircraft taking turns going out and coming back and formatting on the two halves. Sometimes the two halves joined and split, and the whole cycle continued for 10 minutes.

The shape of the main "ship" was described as having the ability to change "from spheroid to a slightly elongated form" although "not drastically." It remained a constant dark gray or black. The smaller "aircraft" were described as "cigar-shaped" and of "very dark color." The witnesses also stated that the small "craft" had a peculiarity "not associated with normal aircraft in that they appeared to travel out and come back without actually turning like a normal airplane would have to."

At 0950 G.M.T., the entire formation departed "at a tremendous speed." This was done "as if at a single command." The time involved in disappearing was calculated at about 3 to 4 seconds, diminishing in size until they were out of sight. The pilots described the weather as fine with no haze above 5,000 feet. Coincidentally, immediately after the departure of the UFOs, radio communication was restored in a normal manner. The report of this interesting observation concludes that the witnesses believe they observed objects "with the solidity of aircraft."

## **Planes Paced by UFOs Over Florida**

From: The APRO Bulletin, November-December 1968

On November 27, 1968, two pilots of small planes reported having been followed by football-shaped objects for a distance of about 30 miles. One of the pilots, Robert Holder, said that he was not really sure what he had seen except that the objects appeared as bright moving lights. The other pilot, L.P. Duplantis, gave the press a little more detailed description of what he had seen, which seems to indicate that he might have been closer. He said the four objects were flying in an echelon about a quarter of a mile behind his plane, one was in the lead and the others stacked to the right. He commented that the flight characteristics were like nothing he had ever seen, and that he watched as one of the objects lowered three telescopic legs before it descended to a landing in a swampy area about 20 miles west of Melbourne's Cape Kennedy Regional Airport. The landing took place near a "restricted U.S. Air Force bombing range."

## **Airport Tower Personnel Observe UFO**

From: The APRO Bulletin, November-December 1968

On November 26, 1968, at 5:40 p.m., Jack Wilhelm, Jack Reeves and John Fischer, three air traffic control employees at the Bismarck, North Dakota airport tower spotted two bright lighted objects in the northeast sky. During the five to seven minutes that the objects were in sights, one object was headed in a northerly direction at a 45-degree elevation and the other traveling south at an elevation of 30 degrees. Suddenly the southbound light executed a sudden, 180-degree turn, rose and joined the other object. The two hovered together for just a few seconds, then flew off to the northeast and disappeared from sight within seconds. Wilhelm later said that in his opinion "there's nothing that could make a maneuver like the lower one did and at that rate of speed."

When the objects were sighted, the Bismarck tower got in touch with the Great Falls Air Force Base in Montana by telephone and found that radar at the base had registered an "erratic target" approximately 83 nautical miles northeast of Bismarck.

Robert Watts of Capital Aviation and a student, who were flying in the vicinity of the airport at the same time, observed the same objects.

## **Pilots Sight UFO Over Pyrenees**

From: The APRO Bulletin, September-October 1967

A high-speed, cone-shaped UFO was sighted by the crew of a Douglas DC-6 aircraft enroute from Majorca, Spain to Britain on September 10, 1967. First Officer Patrick Hope estimated the object was 100 feet in height and about 80-feet wide at its widest point. It appeared metallic and the upper part of the object was clearly outlined. When first seen, the object was just a silver speck and seemed to be moving directly across the flight path of the DC-6. It was apparently at the same altitude as the aircraft, which was 16,000 feet and could be seen against the Pyrenees. One of the officers, Captain Fred Underhill, said that he figured the object had traveled about 60 miles in the first minute he watched it – which would be about 3,500 miles per hour. The object slowed down and turned toward the airliner so its shape became clearer. It came within 5 miles of the plane, flying at the same speed, then disappeared below the plane.